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Published first Thursday of the month

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'I'LL SEND FOR THE LONDON IF CITY IS INVADED'

Luncheon in Guildhall to Ship's Company

WHEN H.M.S. London (Capt. J. C. Bartosik, D.S.C., R.N.), the guided-missile destroyer, and the 10th warship of the Royal Navy to bear the name, visited London at the beginning of July, the Lord Mayor (Alderman C. J. Harman, G.B.E.), Sheriffs and Corporation of London honoured the officers and men of the ship with a luncheon in the historic Guildhall.

Guildhall has been the scene of many stirring scenes during its long history, but seldom has a ship's company been so honoured. It was a colourful scene—the Lord Mayor and the Corporation in their robes and their guests in navy blue. Those historic figures of Gog and Magog—replicas of the originals set up in Guildhall 250 years ago—and whose origin is lost in antiquity and the mediaeval walls which have stood for over 500 years on a site which has been consecrated to civic government for more than a thousand years, have rarely witnessed such a gathering.

MARCH THROUGH CITY STREETS

On Monday, July 6, 25 officers and 300 ratings from the ship paraded through the streets of the City of London, marching past the Lord Mayor at the Mansion House, before proceeding to Guildhall for lunch. Prior to lunch the Lord Mayor and members of the Corporation received the officers of H.M.S. London and important guests in the Livery Hall.

On conclusion of luncheon the Lord Mayor bade Capt. Bartosik and the ship's company "a very hearty welcome as you leave to in this, the most historic of all anchorages." He went on: "You have been adopted... into the immortal fellowship of the City of London."

Referring to the ancient tradition that from the Middle Ages the Lord Mayor has been Admiral of the Port of London, the Lord Mayor said: "If ever the tidings come that longships of the Vikings or galleons of the Danes are heading for the Thames estuary,

and it is up to me as Admiral of the Port of London to hoist the city flag and lead out the civic barges, I have only to send a signal for succour to Capt. Bartosik and H.M.S. London will come to our aid."

'PARSIMONIOUS CHAMBERLAIN'

The Lord Mayor mentioned that the City actually paid for the building of a previous London, which was given the name of H.M.S. Loyal London—but a "parsimonious Chamberlain or Corporation failed to foot a bill and the complimentary epithet 'Loyal' was withdrawn by an indignant Admiralty."

Before asking the hosts to toast H.M.S. London, the Lord Mayor referred to the City of London as "this close-knit square mile clustering round Guildhall and St. Paul's Cathedral and the Bank of England" on the one hand, and "in another sense it is the invisible network of world trade, of tentacles feeling their way into every nook and cranny of the Seven Seas. And what links together these two concepts of the City is that which protects, if need be, both the civic square mile by Thames-side and so many of the world trade routes. I refer to the Royal Navy and for us of the City of London all the valour and prowess of the Royal Navy is symbolically concentrated in the particular ships of our corporate adoption, H.M.S. London."

Capt. J. C. Bartosik, D.S.C., R.N., Commanding Officer of H.M.S. London, opened his reply to the Lord Mayor by referring to H.M.S. Loyal London—"a most stately ship—launched 300 years ago. This impressive occasion was on June 10, 1666, and the King, Pepys says, asked for

'a small beer.' Capt. Bartosik felt sure none of his ship's company would ask for "a small beer." They might, of course, ask for a large one at this most generous banquet, and would not have been refused.

The captain spoke of the luncheon that day as a "magnificent occasion" just as the Loyal London had done.

Mentioning the many and valuable trophies the ship held, Capt. Bartosik asked the Lord Mayor to accept a replica of the ship.

'WELL DONE AIR COMMAND'

WHEN the Naval Air Command field gun crew stated at the beginning of its training that it was determined to win all three cups at the Royal Tournament this year to celebrate the 50th anniversary of naval aviation, the statement was considered to be no more than a wishful hope.

Right from the start, however, the Air Command has been consistently returning excellent times during training, and their strenuous efforts were maintained throughout the tournament, being crowned with the success which the team so richly deserved.

"Navy News" congratulates the team and trainers on superb gun-running. Congratulations, too, to Devonport and Portsmouth—without your determined efforts Air Command would not, perhaps, have returned its excellent times.

By winning all three cups Air Command repeated its 1960 success.

The Inter-Command Cup was won by Air Command with 30 points. Plymouth was second with 22 points and Portsmouth third with 19 points. Air Command took the Aggregate Cup with a time of 48 min. 56.7 sec., Portsmouth was second with a time of 53 min. 4.7 sec. and Plymouth was third with 53 min. 49.9 sec. The Fastest Time Cup was won by Air Command in a record time of 2 min. 52.6 sec. The previous record, also by Air Command, was set up in 1962 and stood at 2 min. 54 sec. Plymouth's fastest time was 3 min. 0.9 sec. and Portsmouth's 3 min. 1.9 sec.



The guided-missile destroyer H.M.S. London, built by Swan, Hunter & Wigham Richardson, at Wallsend. Complement is 440 officers and men. The ship is fitted to fire the long-range Seaslug and the short-range Seacat guided missiles. She has a helicopter which carries a new type of homing torpedo to combat submarines.

which greatly honoured the present ship's company of H.M.S. London, but also honoured the ships' companies of previous grandships and the Royal Navy itself.

"The Lord Mayor," said Capt. Bartosik, "has mentioned the Loyal London. This ship cost £18,000, and when you visit the ship tomorrow, you will appreciate that that sum would not go far today. The £18,000 was raised by voluntary subscriptions, the hat being passed round several times and the then Lord Mayor contributing £100 from his own pocket."

The 10th London would make a hole in Fort Knox and even in James Bond (this reference drew considerable applause). The captain went on to say that every firing of a Sea Slug cost more than Pepys's ship.

Capt. Bartosik went on to talk about H.M.S. London, her commis-

sioning in November, 1963, the range of her missiles and her propulsion machinery (gas turbine) which enabled the ship to be got under way in about the time it needed to get a car moving. In an aside he mentioned that it was probably quicker than he was able to get his own car moving.

London and her three sister ships had taken the Royal Navy into a new era. He regretted that the ship's draught would not permit her to get nearer to the heart of London than Greenwich, but they could still hear the "mysterious voice of London Bridge."

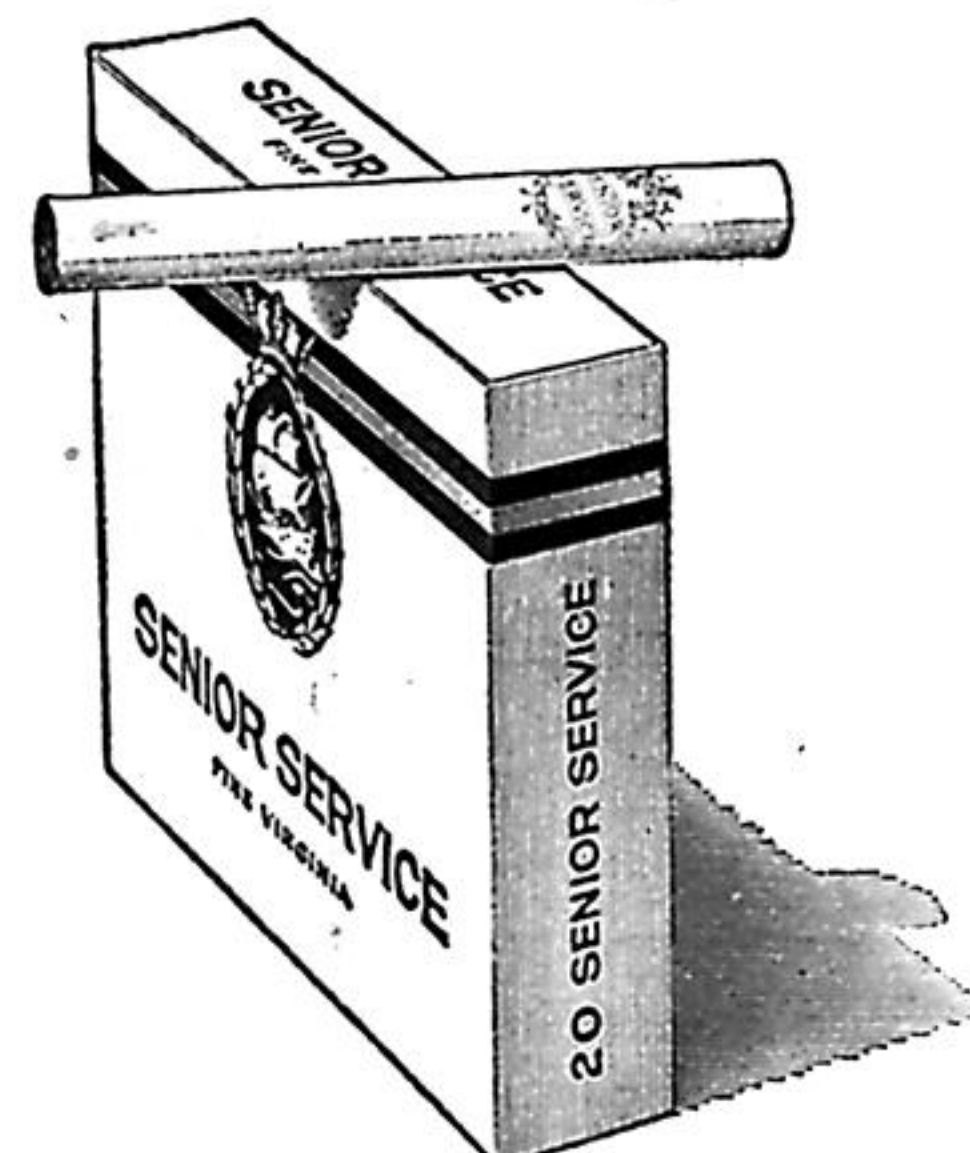
FORTHCOMING TOUR

Capt. Bartosik told those present that H.M.S. London would shortly go to North and South America and then to the Far East, and during its world tour the 10th London would carry with it traditions of honesty, and loyalty.



Headed by a Royal Marine band, officers and men of H.M.S. London marched from Tower Pier to the Guildhall, the Lord Mayor, joined by the ship's commanding officer, taking the salute at the Mansion House

above all
SENIOR SERVICE
satisfy



BRITAIN'S OUTSTANDING CIGARETTE

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
 Royal Naval Barracks, Portsmouth
 Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

IN October, 1965, on the closing down of the Coastal Forces Base at Gosport, H.M.S. Hornet, "Navy News" asked: "Can this really be the end of the Coastal Forces, or is it just another chapter?" In May, 1963, we spoke of the training value of such small craft and the "punch" they could provide for commando-type raids, attacks on coastal and other shipping.

The necessity for coastal forces—and the way that the "Little Navy" carried out its duties—has been shown in two world wars. Can we be so sure that such forces would not be required if another war was to come that we can ignore the great part such forces have played in the past?

The building, equipping and manning of coastal forces cannot be achieved overnight, and as the consensus of opinion is that there would be no "build-up" for another war, the start would be a bolt from the blue, ought not the Royal Navy to have craft, and men, ready on a split yarn?

It would appear desirable, nay, imperative, that there should be the nucleus of a Coastal Force actually in being. Thirty "Braves," with crews for 10 or so, the remainder being "moth-balled" and brought forward in rotation, would be a good first step. An alternative would be a number of Vospers new design corvette—the Mark 3 version with a speed of 28 knots for preference. (The G.N.S. Kromantse, a Mark 1 version, is described in this issue.)

It has been said that one of the reasons for disbanding the Coastal Forces was that in such small craft, in peace-time, it was not possible to accept a lowering of standard in dress and discipline and that men, once having served in Coastal Forces, would not accept the discipline, etc., so essential in a larger ship. This point of view is not worthy of the officers and men of the Royal Navy.

It would not be possible to carry number ones in a fast patrol boat, but the cleanliness of the men, the ship, or the discipline to be maintained does not depend upon the craft, but on the officers and men themselves.

While Russia, virtually land-locked in the west, making it difficult for our

(Continued in column 2)

BROUGHT TOGETHER—AFTER 35 YEARS



ADMIRAL of the Fleet Sir George Acrey (Immediate Past President of the Royal Naval Benevolent Trust), Admiral Sir Wilfrid Woods (Commander-in-Chief, Portsmouth), Admiral Sir Alexander Bingley (President of the Trust), and C.P.O. Writer G. E. Skeens (Chairman of the Portsmouth Local Committee of the Trust) in the pleasant Committee Room at the new James Lane House, which was officially opened by Admiral Acrey on June 30.

As a result of the article recording the opening and the photograph which accompanied it in the July issue of "Navy News," a Mr. Thomas Davies, of Newton, Hyde, Cheshire, wrote to the Secretary of the Local Committee (Mr. E. H. Ross), asking whether the Mr. F. Freeborn, shown in the picture, was the same man with whom Mr. Davies had served in 1927-28 in H.M.S. Iron Duke, and later when the Flag and ship's company were transferred to H.M.S. Benbow.

Mr. Freeborn confirmed the fact and Mr. Ross has put the two men in touch with each other—the first time for 35 years.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Euryalus (A/S. Frigate), August 5, at Greenock. Home Sea Service. Foreign Service (Far East) from January, 1965 (tentative date). Capt. (D) 26th Escort Squadron on arrival on Station. (C).

H.M.S. Puma (A/A. Frigate), August 18 at Portsmouth. General Service Commission. Home/South Atlantic and South America/Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Blackpool (A/S. Frigate), August 18, at Chatham for trials. General Service Commission. December 17. Home/East of Suez/Home/East of Suez. 28th Escort Squadron. U.K. Base Port, Portsmouth. (C).

H.M.S. Cavalier (Destroyer), End of August at Gibraltar. L.R.P. Complement. Local Foreign Service.

H.M.S. Shoulton (M/H. Conversion), August 31 (may be delayed), at Portsmouth. Home Sea Service. Transfer to Vernon Squadron and transfer to 3rd M/S. Squadron. April, 1965. U.K. Base Port, Portsmouth.

H.M.S. Undaunted (A/S. Frigate), September 7, at Chatham, L.R.P. complement.

H.M.S. Troubridge (A/S. Frigate), September 7, at Malta. General Service Commission. Home/Med. Home/Med. 27th Escort Squadron. U.K. Base Port, Portsmouth (C). (A).

H.M.S. Jaguar (A.A. Frigate), September 8, at Chatham. General Service Commission (Phased). Home/S.A. and S.A./Home/S.A. and S.A. 7th Frigate Squadron. U.K. Base Port, Portsmouth. (C).

H.M.S. Tartar (G.P. Frigate), September 8, at Devonport General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

(Continued from column 1)

ships to approach its shores, is reported to have well over 1,000 patrol craft, the Royal Navy, with hundreds of thousands of miles of coastline throughout the world to protect has, according to the 1964/65 Statement on Defence, 29 coastal patrol craft, 24 of which are in reserve. And here's the rub, how many officers and men in the Navy today have any experience at all of coastal craft work?

28th Escort Squadron. U.K. Base Port, Rosyth.

No. 829 Squadron (Tartar Flight), November 25, at R.N.A.S. Culdrose. General Service Commission. Wasp.

H.M.S. Gurkha (G.P. Frigate), December 10, at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).

H.M.S. Hubberton (C.M.S.), December 17, at Chatham. Local Foreign Service. 6th M/S. Squadron. (E).

H.M.S. Triumph (Escort Maintenance Ship), December 31, at Portsmouth. Service under consideration. Far East. (C).

H.M.S. Rhyl (A/S. Frigate), January 7, at Portsmouth. General Service Commission (Phased). Home/Med. Home/Med. Capt. (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth. (A).

H.M.S. Salisbury (A/D. Frigate), January 7, at Devonport. General Service Commission (Phased). Home/Med. Home/Med. 23rd Escort Squadron. U.K. Base Port, Devonport. (A).

H.M.S. Diamond (Destroyer), January 14, at Chatham. General Service Commission (Phased). Home/Med. Home/Med. Div. Ldr., 23rd Escort Squadron. U.K. Base Port, Portsmouth (C). (A).

H.M.S. Barrosa (A/D. Conversion), January 15, at Singapore, for Foreign Service (Phased). Far East. 24th Escort Squadron. (A).

H.M.S. Hampshire (G.M. Destroyer), January 21, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Sheraton (M/H. Conversion), January at Portsmouth. Local Foreign Service. 6th M/S. Squadron. (E).

No. 829 Squadron (Eskimo Flight), February 3 at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Loch Fada (A/S. Frigate), February 4 at Singapore. Foreign Service (Far East) (Phased). 26th Escort Squadron. (A).

H.M.S. Striker (L.T.S.) and No. 3 Assault Squadron, February 5, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

H.M.S. Leopard (A/A. Frigate), October, at Portsmouth. L.R.P. complement.

H.M.S. Londonderry (A/S. Frigate), November 5, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 28th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), November 18, at Portsmouth. General Service Commission. Home/East of Suez/Home/East of Suez. (Phased).

H.M.S. Bastion (L.C.T.), February 5, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F).

H.M.S. Lowestoft (A/S. Frigate), February 11, at Chatham. General Service Commission (Phased). Home/Med. Home/Med. 23rd Escort Squadron. U.K. Base Port, Portsmouth. (C). (A).

H.M.S. Naiad (A/S. Frigate), February 23, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Portsmouth. (C). (Under consideration).

H.M.S. Bronington (M/H. Conversion), February, at Rosyth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Malcolm (A/S. Frigate), end of February at Rosyth. L.R.P. complement.

H.M.S. Ulster (A/S. Frigate), March 4, at Devonport. For trials. Home Sea Service. April 29, 17th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Blackwood (A/S. Frigate), March 25, at Rosyth for trials. Home Sea Service Commission. June 3, 1965. Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Caprice (Destroyer), March 25, at Rosyth for trials. General Service Commission. June 10, 1965. Home/East of Suez/Home/East of Suez. 28th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Maryton (C.M.S.), March. Steam to Aden where Kemerton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Decoy (Destroyer), March 25, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. Div. Ldr. 21st Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Corunna (A/D. Conversion), March 25 at Rosyth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Berwick (A/S. Frigate), April 8, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. Capt. (D), 21st Escort Squadron. U.K. Base Port, Portsmouth.

(Continued on page 16, column 4)

WEEKEND LEAVE

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Fifty years on Welfare Work

SIR.—Having family connections with the Royal Navy for 250 years, having completed personally over 50 years' welfare work afloat and ashore, and having been very fortunate to have missed the bombing of the old Royal Naval Benevolent Trust offices on January 10, 1941, by a few hours, it was very gratifying to be able to attend the opening of the new offices at Tipner Road last Tuesday and to have such a nice day for the event.

Looking back over the years, one remembers the apathy, and even opposition to the idea, when it started as the Grand Fleet Fund. We were told we were only creating a mirage, but nearly 50 years have passed and many a family up and down the country, and overseas as well, has had cause to be thankful for the work of the R.N.B.T., and as long as it is supported well, it will continue to do the work.

The Royal Navy has always been to the fore in helping any good cause,

the same as some of the branches of the Royal Naval Association, but I am sure, all could do a little bit more for their own organisation to ensure that all needy cases get the help they require.

The local committees are doing a grand job, giving up valuable time to look after the general welfare of the serving and ex-Service man and woman and their dependants, and we are duty bound to see their hands are not tied.—Yours, etc., S. HILL, Welwyn.

A DISAPPOINTED VISITOR

SIR.—"H.M.S. London in the London River, moored off Greenwich for all to see"! What a grand opportunity!

Motoring half-way across London I joined a queue 60 yards long to get over to Greenwich Pier and paid my penny. What did I see? Several more queues. London Bridge? No! Westminster Pier? No! H.M.S. London? Yes!

(Continued on page 7, column 3)

SHIPS OF THE ROYAL NAVY

H.M.S. London

No. 105



Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 661422 B. E. Lawrence, JX 879532 D. N. Skeates, JX 661204 M. T. Watkins, JX 581483 R. P. Deegan, JX 712716 B. F. Madel, JX 841182 D. Hague, JX 371311 D. Hobbs, JX 371666 P. D. Smerdon, JX 836751 E. P. Underwood.

To Master-at-Arms
MX 868196 A. E. E. Dring, MX 661365 C. Westgarth.

To Chief Petty Officer Writer
MX 881405 G. L. Wood, MX 80786 C. W. Burton.

To Chief Petty Officer Stores Accountant (S)
MX 898849 L. McBeath.

To Chief Petty Officer Cook (S)
MX 808229 J. R. Bone.

To Acting Chief Engineer Room Artificer
MX 888929 B. W. Brown, M 887948 N. Cowell, MX 913885 J. Day, MX 855714 R. Elkins, MX 913818 V. P. Hockley, MX 888094 B. G. Jones, MX 902592 S. D. T. Webb, MX 888536 W. Wilson, MX 888823 R. R. Williams.

To Acting Chief Mechanician
KX 914031 R. Brown, KX 920902 N. A. H. Thurston.

To Acting Chief Ordnance Artificer
MX 913898 M. T. Farish, MX 887742 J. V. Stevens, MX 913798 F. C. Ward.

To Chief Shipwright Artificer
MX 902462 A. L. Fry, MX 902107 P. Kentfield, MX 902389 B. D. Warn.

To Chief Plumber
MX 801440 S. Fox.

To Acting Chief Electrical Artificer
M 928601 R. F. Kipps, M 928648 J. M. Sherman, M 928675 J. R. Webb, M 928797 M. W. J. Wilcox.

To Acting Chief Electrical Mechanician
MX 633725 D. C. Loke.

To Chief Electrician
MX 726370 R. S. Gilbert, MX 892958 P. A. Trivet.

To Acting Chief Radio Electrical Artificer
MX 887740 R. A. Stanley.

To Chief Radio Electrician
MX 893375 J. Hamper, MX 915994 R. E. Humphries, MX 893315 M. J. Stanton.

To Chief Radio Supervisor
JX 581473 P. E. Morris, JX 889622 P. E. Worthington.

To Sick Berth Chief Petty Officer
MX 866043 D. G. Brown.

To Acting Chief Aircraft Artificer (AE)
L/FX 670075 A. W. Frankcom, L/FX 669092 R. O. P. Powell, L/FX 512883 B. Alford.

To Chief Air Fitter (AF)
L/FX 742758 J. W. Carding, L/FX 838612 T. P. Golder.

To Acting Chief Electrical Artificer (Atr)
L/FX 857688 M. A. Gale, L/F 962389 P. A. Huffam.

To Acting Chief Radio Electrical Artificer (Atr)
L/FX 855705 P. M. Davies.

To Acting Chief Radio Electrical Mechanician (Atr)
L/FX 915737 C. B. Heppell.

To Chief Radio Electrician (Atr)
L/FX 670274 A. A. Brooker.

THE powerful-looking guided missile destroyers of the "County" Class, London, Devonshire, Hampshire, Kent, and the two launched in July this year, the Fife and the Glamorgan, of 6,200 tons displacement (full load) and with a length of 520 feet (o.a.) ought, it is felt, be designated cruisers.

These super destroyers have three main roles: (1) escort duties with a task group; (2) operations as part of a task unit of light forces; and (3) police duties in any part of the world.

Their COSAG propulsion (combined steam and gas turbine) enable them to develop their full power from cold within a few minutes, thus making it possible for these ships to get under way instantly in an emergency, even if lying in harbour without steam.

POWERFUL ARMAMENT

The "County" class have a very powerful armament: four 4.5-inch guns in two twin turrets forward, a twin launcher for the long-range Seaslug ship-to-air guided missiles and two quadruple launchers for the close-

range Seacat ship-to-air guided missiles, enabling the ships to be used for bombardment purposes in support of land forces and to provide anti-aircraft defence for any group with which they may be operating. The 4.5-inch guns are radar-controlled and fully automatic.

H.M.S. London (Capt. J. C. Bartosik, D.S.C., R.N.), pendant number D.16, has a complement of about 440 officers and men, and was built by Swan, Hunter & Wigham Richardson, at Wallsend, being laid down on February 26, 1960, launched and named by the Duchess of Gloucester on December 7, 1961, and completed on November 14, 1963.

These ships carry a Wessex helicopter which carries dipping asdic and homing torpedoes which, with the ship's own underwater detection equipment which is of the most modern type, make them particularly useful in anti-submarine work.

H.M.S. Narwhal visits Dartmouth from August 26 to 31.

AWARD FOR LEADERSHIP



The parents of Cpl. J. T. Hind, of 42 Commando, Royal Marines, receive the Ralph Garrett Memorial Award for 1963/64 from the Commandant General, Royal Marines, General Sir Malcolm Cartwright-Taylor, K.C.B., at the Ministry of Defence on June 2. Cpl. Hind, who was killed in action on April 13, 1964, died without knowing that in consequence of "his leadership, determination and devotion to duty in saving a wounded comrade unnecessary suffering and bringing him urgent medical attention, at personal risk to himself" in September, 1963, he had been nominated for the award.

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I dip their flag in proud salute to our Regiment of the Sea. Times are ever changing and sail gave way to steam; day we need radar and our Air Arm for our protective screen, seek out hidden dangers that lurk both near and far, over, or under the water, in peace time and in war, our duties ever call us to parade in sun or fog, whatever we are doing, you'll find it in our log, fighting shipwreck, storm or tempest, chasing our foes all day, ning regattas, errands of mercy, or lying at ease in a bay, re in this our lifetime our testing time has come, rant a mighty struggle to make our foes all run, all our precious cargoes whether of men, food or arms need our full protection in safety or alarm, must always go full out, never think our work is done, ven go slow or ease up, till victory it was won creek and mighty ocean, in fair wind or in gale id again be open highway for steamship, air or sail, with this nuclear age among us may we for ever see tion proud, thankful of her sons of liberty, will ever leave cottage or mansion, dole, office, or workshop to dare phold the freedom we live by and to say it IS their affair, ever as we go marching may our Vanguards ever go to all other peoples and keep our Flag on show, hat from land, air or ocean highway all may think the God of the Sea still our first and finest Regiment, Her Majesty's Royal Navy.

Ken Hill, Welwyn.

Carpe Diem

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle, Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar and Jaguar.

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The pictures on this page will undoubtedly bring back memories of "The Rock" to thousands of people, some of whom have known only the modern Gibraltar but also to countless others who knew it as "the best run ashore in the world." Top left: One of the ship's company of H.M.S. Rooke and his family enjoy the beauty of Alameda Gardens. Above: Naval families doing their shopping. Bottom left: Catalan Bay with its new building, but at the top right of the picture can be seen the water catchment. It is not all "play" in Gibraltar, however, and below can be seen the emergency boat scudding across the harbour



Only the Rock has not changed

OLD timers visiting Gibraltar after a number of years are astonished at the considerable changes which have taken place over the years on the Rock. "The only thing," they say, "which has not changed, is the Rock itself." Today, although the silhouette of the Rock itself remains, its interior is honeycombed with roads, offices, stores, etc.

There are two changes which strike those who knew the Rock in and before the thirties, and they are the huge 10- and 12-storeyed blocks of flats and the comparative scarcity of warships in the harbour itself and in Algeiras Bay.

The old-timer probably thinks back to the time when literally dozens of ships of the Atlantic and Mediterranean Fleets met at Gibraltar after the Spring Cruise, and wonders, possibly, what has happened to all those ships and men who manned them.

APES STILL THERE

Fundamentally, however, Gibraltar has not changed all that much. True, the Alameda Gardens are smaller than they were, portions having been taken up for accommodation purposes, but the gardens themselves are still very much enjoyed by many people. Main Street is still a shopping centre with an appeal which is almost indescrib-

able. The bars are still there—perhaps not quite so exuberant as in the old days—and so are the labyrinthine passages leading here, there, and everywhere. And there are the apes.

Catalan Bay is still there, but, as the picture on this page shows, it is very, very different from the little fishing hamlet of the twenties and thirties.

Gibraltar, often the first "foreign" place the Royal Naval man ever sees, is unique, and long may men of the Navy climb the Rock, go into Spain, swim, fish and enjoy the experience of living in conditions very much different from those at home, and yet where everyone speaks English and, above all, meet friends from other ships visiting this well-known landmark.

H.M.S. Totem visits Sandown on August 12.

H.M.S. Truncheon visits Teignmouth from August 21 to 24.

H.M.S. Aurochs visits Shanklin on August 26.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?
No catch. And if I had died at any time my



Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

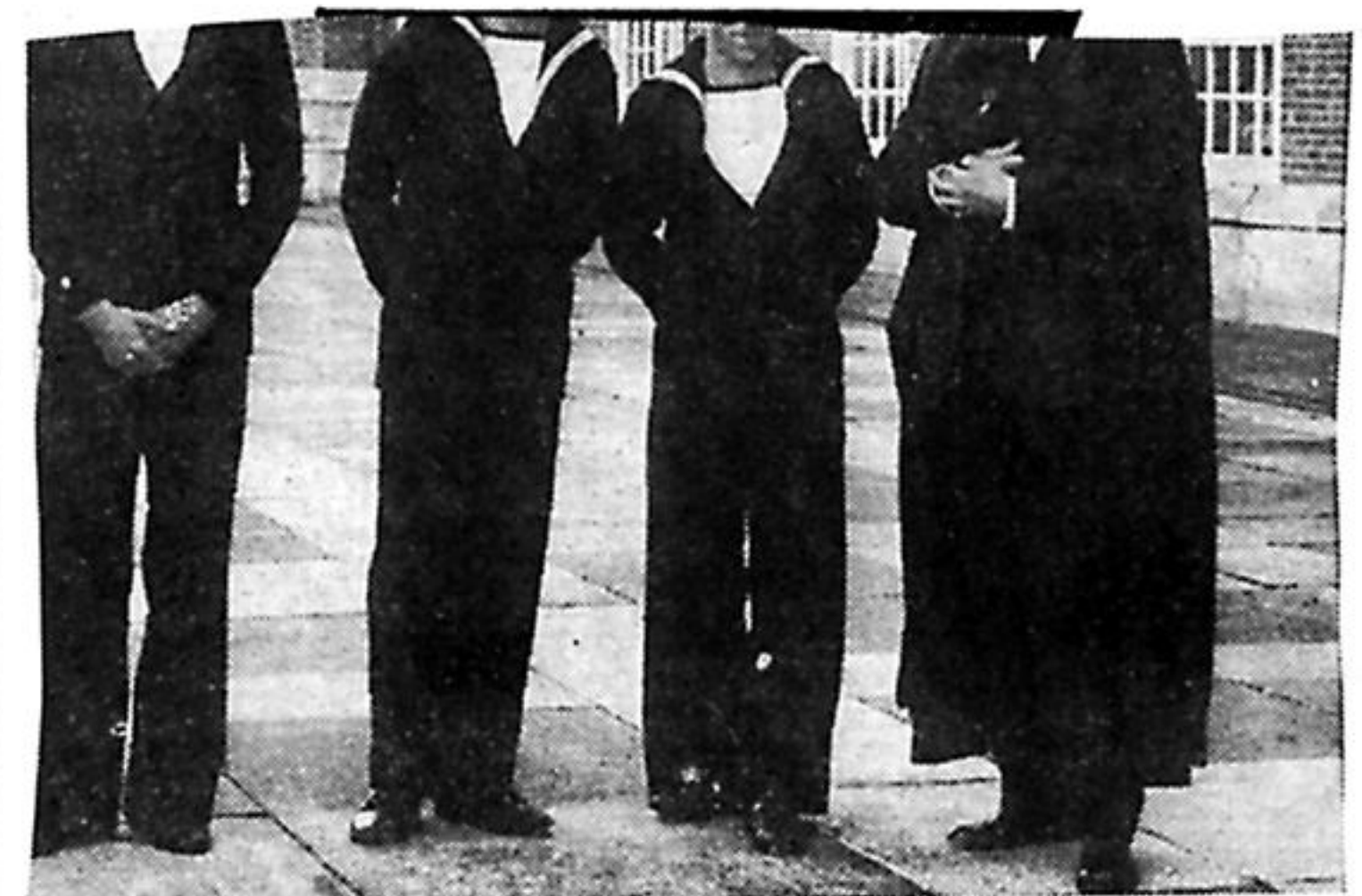
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M. D. Waterson, of the Royal Hospital School, Holbrook, prior to leaving from the Duke of Edinburgh. With the boys are Cdr. J. R. Lamb, R.N., and Mr. N. A. York, M.A. (Photo: Tudor Photos Ltd., Ipswich)

Inter-Service Wedding



A truly inter-Service and Commonwealth wedding took place recently at the Church of St. Mary the Virgin, R.A.F. Seletar, when Second Officer Sheila Hodge, W.R.N.S., one of the three Wrens serving in Singapore, married F./Lieut. David Middleton, R.A.A.F., also serving in Singapore. The elder son of Cdr. and Mrs. R. P. Middleton, of Sydney, N.S.W., F./Lieut. Middleton had Lieut. Ray Johnston, R.A.N., of Melbourne as his best man, and a New Zealander, F./Lieut. M. R. Turnbull, R.A.A.F., was groomsmen. The ushers were an R.A.F. Squadron Leader and an R.N. Lieutenant. Bridesmaids of Second Officer Hodge, who comes from Heaton Mersey, Stockport, were Sister Miss Esther Davies, S.S.A.F.A. and Third Officer Miss Anthea Savill, W.R.N.S.

Seventy-five ships in big Far East exercise

WHEN Exercise "Litgas" took place in the Far East during June, there was a combined SEATO force of 75 ships. Included in the exercise, which was an amphibious-assault one, culminating in a beach landing on the island of Mindoro, were H.M.S. Victorious, H.M.S. Bulwark, three submarines and destroyers of the Royal Navy, Royal Australian Navy and the Royal New Zealand Navy, together with forces of other SEATO countries.

Nearly 800 Royal Marines of 40 Commando worked with H.M.S. Bulwark and U.S. Navy ships.

The main task of Victorious was to defend the assault convoy from air attack during passage to the assault area and to provide offensive air support to the troops after landing.

Buccaneers of 801 Squadron operated from the United States Naval Air Station, Cubi, in an opposing role and their sorties included strikes against Victorious, their own ship. Vixens of 893 Squadron defended the ship and other friendly forces, and provided air support ashore. The Wessex of 814 Squadron defended ships against submarine attack, including those by three submarines of the 7th Submarine Division. The

Gannets of 893 Squadron added to their tally of over 1,500 hours and 600 deck landings since leaving Cullrose last August.

RECORD NEARLY SPOILED

During the exercise the carrier almost lost her record of so far achieving a commission without any aircraft losses. During the past year the ship has not lost a fixed-wing aircraft, but the last Buccaneer to fly after "Litgas"—and the last scheduled deck landing of the commission—made its approach with the nose wheel jammed half-way down. The pilot, Lieut. N. J. du C. Wilkinson, R.N., and the observer, Lieut. S. D. Lazenby, R.N., made a perfect landing into the barrier—the first ever by an operational Buccaneer.

HOME FROM HOME—



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Any navy man will tell you that "Aggie Weston's" is how sailors everywhere affectionately refer to Miss Agnes Weston's Royal Sailors' Rests. You see, they know they are always welcome at our residential clubs where our Missionaries minister not only to the physical, but also to the spiritual and moral needs of the men and women of the Royal Navy and other Services, as well as to those of their wives and families. Our Mission Staff visit ships, barracks and hospitals, too. But, as is so often the case with a voluntary organisation, funds for the maintenance, improvement and extension of our establishments are constantly needed. Please help us by donation, deed of covenant or legacy.

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Head Office: (N.N.) 31, Western Parade, Portsmouth, Hants.
General Secretary: Lt. Commander F. M. Savage, F.C.C.S., R.N.

TALK ABOUT A DUCK'S LIFE

H.M.S. Anchorite is claiming a record for Able Seaman Phil Drake, Official Number PX 007, for the Seventh Submarine Division reckons that Drake is the world's deepest diving duck. It all happened this way... in the Philippines.

Anchorite was preparing to go to sea and, no doubt as officers have done at such times ever since the first Holland boats, the TAS Officer was going round the casings to ensure that all

(Continued in column 4)

FOUR MILLION HAVE SLEPT AT THE 'TRAF'

IN recent months various improvements have been carried out in the Trafalgar Services Club in Edinburgh Road, Portsmouth. These include the attractive redecoration of ten of the club's 18 bed-sitting rooms and the modification of the television theatre to incorporate a games room. As funds permit, clothing cabinets are being acquired for many of the 250 night cabins and so far some seventy cabins have been equipped.

Although there is no accommodation for families, wives and children of many members of the Services make use of the restaurant, and various wives' clubs hold regular informal meetings in the writing room.

This year the annual general meeting of the "Traf's" parent body, the Church of England Soldiers', Sailors' and Airmen's Clubs, was held in the Club in July.

An interesting event occurred in June when the 4,000,000th cabin booking since the Club opened its doors in 1906 was made by M.E.I. Thomson of H.M.S. Albion.

In Memoriam

Robert John Rivers, Leading Engineering Mechanic, P/KX 888124, H.M.S. Orion. Died June 16, 1964.

Patrick John Charles Willis, Electrical Mechanic 1st Class, P/062153, H.M.S. Diana. Died July 3, 1964.

Lieut. Geoffrey Malcolm Lewis Terdre, R.N., H.M.S. Centaur. Died July 11, 1964.

Acting Sub-Lieut. Malcolm John Jackson, R.N., H.M.S. Centaur. Died July 11, 1964.

Michael Edward Brelsford, Naval Air Mechanic 1st Class, L/F 962064, H.M.S. Seabawk. Died July 12, 1964.

A GIFT FOR ICELANDIC GUNBOAT

A SILVER inscribed cigarette box has been presented to the Captain and crew of the Icelandic fishery protection gunboat Odinn.

The gift is a tribute to the services rendered by the Odinn to the Grimsby trawler Northern Spray, which went aground off the Iceland coast on October 23, 1963, while running for shelter in winds of near hurricane force. Eight of her crew were rescued by the Hull trawler James Barrie and the remaining 12 by the Odinn, to which the eight were later transferred. The Odinn stood by the stricken trawler all day and the next night and endeavoured to refloat her but she became a total loss.

The cigarette box is a joint gift from the owners and underwriters of the Northern Spray. The presentation was made in Reykjavik by Mr. J. R. Copley, Chairman of the Grimsby Steam Fishing Vessels Mutual Insurance and Protection Co. Ltd., and Mr. J. V. Chatburn, the Company's Secretary.

COMMISSIONS IN W.R.N.S.

THE following have been promoted to Probationary Third Officers in the Women's Royal Naval Service following the successful completion of an officers' training course at the Royal Naval College, Greenwich: Janet Patricia Cottrell (Gloucester), Jane Foreman (Gloucester), Pauline Mary Hardy (Southsea), Sara Mary Jellicoe (Balcombe), Melita Frances Lawson (Shaftesbury), Diana Margaret Leggate (Plymouth), Elizabeth Anne Bowman Rowley (Basingstoke), Julia Beatrice Simpson (Rusholme), June Edith Skutl (Wallasey).



Able Seaman William Daish with the world's deepest diving duck

was well. But all was not well. There in the casing was a genuine, live Philippino duckling.

Able Seaman William Daish, of Dublin took charge, and Drake was entered on the ship's nominal list as "Phil Drake, Junior Duck."

It is intended to rate Drake an Ordinary Duck when he has passed his preliminary basin trials. At present he can manage only half astern together group down on both webs. The First Lieutenant, a student of Freud, maintains that Drake's inability is due to deprivation of a mother's example in his formative weeks, but Able Seaman Daish contends that he is still much too Jung.

'IN EXCESS OF 400 FEET'

However, in the meantime, Junior Duck Drake is a firm two-legged friend of the ship's company of Anchorite, and although his ultimate performance figures are secret, it can be

revealed for other record seekers that he has already dived (assisted by the submarine) to well over 400 feet.

Anchorite is wondering now just what counter-claims will be put forward by that other Submarine Division "down under," but they reckon that any dive down in Australian parts should be the subject of a handicap.

Young Drake is dying to tell his duckmates about his journey, but he's bound by the Official Secrets Act. All he's been allowed to quack about is the fact of his dive "in excess of 400 feet," and that's an awful lot of water to run off a duck's back. He's happy enough and reckons that if he stays in the Navy he might get the chance to meet a genuine Mandarin Duck.

One Anchorite rating reckons that he had heard the duck quack a quip that he was wanting to transfer to the other Division because they appeared to be "swanning."

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A second invasion of Norway was planned

Naval Party 1501 on 'Far Shore'

[Capt. Waight, recalled to the Service in 1939, and after serving as the Naval Officer-in-Charge Ardrossan, Port Sudan, Tripoli, Captain (Plans) Malta, and then Senior Naval Officer Eastern Sicily, was appointed, in March, 1944, as the Naval Officer in Charge (designate) of Le Havre, commanding Naval Port Party 1501, at that time under training on the borders of Hampstead Heath. In his last article Capt. Waight wrote of the Normandy landing and his visit to the beach-head, which gave him valuable experience which he was able to use when, later on in the war, he was appointed as Naval Officer in Charge and Captain Superintendent, H.M. Dockyards, Hong Kong.]

GENERAL Montgomery's new offensive in Normandy was heralded by a terrific artillery bombardment on the night of July 17, 1944. While following in the wake of the 8th Army through the Western Desert, I had witnessed such a prelude to Monty's offensive on three occasions: each was followed by a rapid advance. I took this new offensive to indicate that in the very near future, Naval Party 1501 would be called to the Far Shore, and the preparation and training for this event, was intensified.

At the same time, the Germans stepped up attacks on the London area, and doodle-bugs came over fast and furious. This blitz on London was as severe as that of 1940-41, but the population faced up to it, although damage was widespread and casualties high.

When travelling between the office in Victoria and the camp at Hampstead, doodle-bugs appeared to cover the whole of the route. The population was exposed to as great a danger as many of the Armed Forces in Normandy. It appeared to many of those engaged in Passive Air Defence (an apt title under the prevailing conditions), fire fighting, and rescue work, that they had meekly to submit to these attacks, without the means of hitting back, as the A.A. guns had been moved to the coastal areas.

SOCIAL LIFE

However to keep up the morale of these organisations, social activities were continued, and Naval Party 1501 having become part of the local organisation, they attended many of the local social events when possible. By coincidence, the Wrens' headquarters were only a short distance away in Westfield College, and through our wonderful Chaplain, Harry Chappell, a good liaison was set up. The Wrens organised dances and concerts (which the doodles frequently interrupted) thus making life quite pleasant, and at the same time, it kept the ratings in close proximity to the camp. The headquarters of the Women's Fire Fighting Service was, surrounded by naval units, and a happy friendship was also established with these people.

Westfield College had a small chapel in its lovely grounds, and on Sundays there were plenty of volunteers for Church Parade. The service was always conducted by our Padre, and at the end of the service he would announce that the Wrens would be pleased to entertain the ratings in their dining room, where a "cup of" would be served. Thus in spite of doodles, fire fighting, falling ceilings and, perhaps, the monotony of continuous training, life was made fairly bearable.

Then, about the middle of August, I was subjected to a shock, and great disappointment. Capt. Cowley-Thomas recently promoted, who had been my

executive officer at Tripoli walked into my office one day giving me the impression that he was expected. In the course of conversation, it transpired that he had come to relieve me, as I was required, urgently, to fill another appointment. On phoning the Admiralty, I was informed, with apologies, that I had been appointed to Rosyth a week earlier. Almost immediately after this conversation a call came through from Rosyth to inquire when I proposed to take up my appointment.

This was the last straw. I felt completely frustrated. During the last four and a half months, I had gone all out in my effort to produce a highly efficient Port Party, and in this I had succeeded. Now, in this moment of frustration, I felt that the bottom had been knocked out of my efforts, but as events turned out, the Port Party 1501, the Party I had trained, proved themselves, again and again, filling my heart with a sense of pride and satisfaction. It was, I always felt, "My Party."

ANOTHER NORWAY EFFORT

I travelled to Rosyth by the night train, and on reporting to the Chief of Staff to Flag Officer Scotland, I learned that I had been appointed "Captain Plans" in connection with another attempt to be made for the reoccupation of Norway. It was to be my duty to plan, and organise Port Parties with all the necessary equipment, shipment, for the occupation of the ports of Oslo, Kristiansand, Stavanger, Bergen, Trondheim, Narvik, Namsos, and Tromsø. I was to have as my assistant, a Major of Marines, specially promoted to temporary lieutenant-colonel, and a Norwegian lieutenant as my intelligence officer.

Having been briefed, an office allocated, the responsibility was now all my own. It was a colossal job to have suddenly dumped on one's shoulders without previous consultation. Although it was at once apparent that it required an officer of considerable experience, I was still smarting over the way in which I had to switch my appointment, and I lost no time in writing to Admiral B. H. Ramsay, Allied Naval C-in-C., with whom I had served in Malta and Sicily, and expressed my feelings, and he kindly answered my letter as

follows: "Dear Waight. Many thanks for your letter of August 20. I sympathise very much with your point of view, but am sorry you have taken your change of appointment so much to heart. I regarded the change of appointment as in the nature of a compliment, by the fact that you were selected to plan a rather difficult operation starting from bed-rock. There was nobody else with your experience and standing available at the time, so it just had to be. I hope you will take it in this light, and not worry

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.,
R.N. (retd.)

in any way, because I can assure you that you need have no fear, and I am sure you will make a great success of your new and important work."

A QUEER 'SET-UP'

The receipt of this letter reassured me of the confidence which had been placed in my ability, and I braced myself up to proceed with my task with my accustomed energy and enthusiasm. However, I soon found that the details of this proposed operation were very sketchy, and required careful study. It was a queer set-up. The officers and ratings required for this project were to be drawn from those serving in ships and establishments in the Scottish Command. The "Naval Officers in Charge" were to be of captain's rank, who were then in command of ships, flotillas or Fleet Air Arm bases. Each was to have a "shadow" N.O.I.C. of captain's rank, drawn from the Norwegian Navy, the general idea being, that after the respective ports had been captured and organised, the Norwegian captains would take over the ports, and the British captains would return to Scotland and resume their original appointments. This proposal sounded very well in theory, but would it work out in practice?

To make planning more difficult, the Norwegian Headquarters were in London. There were two major problems requiring immediate attention. First, a large covered warehouse in Rosyth Dockyard, where equipment and stores could be assembled separately for each port, which would need boats, motor transport, petrol, and oil, victualling and naval stores, winter clothing, etc. With the ready help of the Naval Store Officer, Rosyth, and odd working parties, a rapid build-up began.

UNFIT RATINGS

Secondly, there was the problem of personnel. A list of ratings' names, provisionally detailed, were given me, and on making an analysis I discovered that many of those detailed were Reservists, and approaching the age of 60. This prompted me to call for a medical inspection, and many were found to be unfit for strenuous service overseas. The question then arose, how were they to be replaced?

I learned that a Norwegian cruiser and two or more destroyers, which had been damaged were refitting in British shipyards. It was suggested to the Chief of Staff, that the crews of these vessels should augment the British personnel, now being formed into Port Parties. My proposal was put to the C-in-C. Norwegian Navy, and arrangements were made for me to attend a conference in London, with the C-in-C. and "shadow" Norwegian N.O.I.Cs.

Much to my surprise the Norwegian C-in-C. requested me to take the chair. A lengthy discussion took place; the characteristics of each port were discussed in detail and the progress made with the accumulation of stores. The question of personnel did not arise until the conference was drawing to a close. It was a most difficult subject. Having explained the shortage of British naval personnel, I proposed, that with the co-operation of the Norwegian naval staff, sufficient ratings could be temporarily withdrawn from the ships refitting to fill the gap, but this proposal was strongly opposed. I tactfully pointed out that the ports we wished to occupy were situated in their own homeland, but there was no favourable response. I had to return to Rosyth with this problem still unresolved.

The Military Authorities in Edinburgh were to be entirely responsible for providing the troops needed to

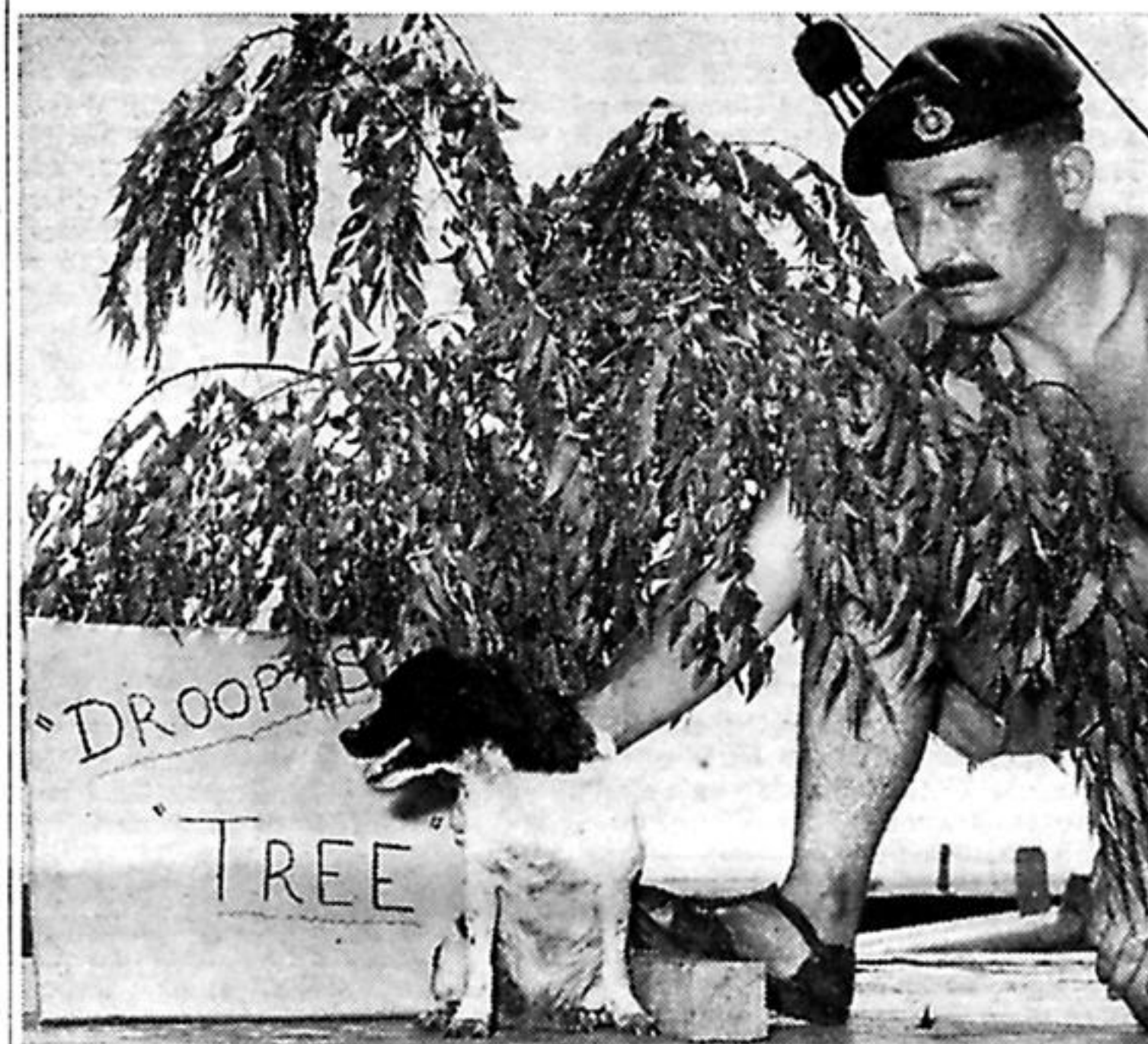
support the occupation of each port, and to operate the sub areas, and through Army movements, indent for the number of ships required for the lift which were to assemble at Leith. The military officers and myself formed ourselves into a Port Executive Committee, and planned the layout of the whole of the eight ports. This meant frequent visits to Edinburgh, but my assistant ably kept the wheels revolving at Rosyth, particularly with the accumulation of stores, while my intelligence officer (Norwegian) was doing a fine job, in providing charts, sailing directions, tide tables, and relevant books of intelligence information.

The offensive initiated by General Montgomery had the effect of drawing many of the German troops who had been opposing the Americans in the Cherbourg peninsula, into the Caen area, thus slowing up the British offensive.

I had learned that Naval Party 1501 had crossed to the far shore about the last week of August, but were in camp pending further advance of British forces. It had been decided that the port of Le Havre would be by-passed and that Naval Party 1501 were destined for Antwerp as soon as it was captured. However, after still fighting, the ports of Calais, Boulogne, and Ostend had been captured, and port parties to man these ports had been detached from the camp of 1501. The officers appointed as N.O.I.Cs. of these ports carried out their duties with distinction. It heartened me to hear of the splendid work they were doing. I still felt that I was of Naval Party 1501, and that my initial training was bearing fruit and I could glory in their success. Antwerp was captured early in September and, when taken over by Capt. Cowley-Thomas, the port was found to be virtually undamaged.

(To be continued)

TREE GOES TO THE DOG



In one sense Droopy is an underprivileged dog. True, she has as much as she can eat, a comfortable bed and lavish attention from her masters. Circumstances have, however, denied her a privilege that is the birthright of the canine world. Never has Droopy known the ecstasy of sniffing at a tree, a casual pleasure accepted by dogs elsewhere. For Droopy, owned by the 3rd Assault Squadron of the Royal Navy, has spent an otherwise happy life on board the tank landing ship H.M.S. Striker operating in the Persian Gulf. Because of the quarantine regulations she can only rarely enjoy the delights of an unrestricted run ashore, and then it is on sandy islands where growing trees and other greenery are as rare as snowstorms. If Droopy, now three years old, was not to become frustrated and develop a doggy complex, then, decided the Royal Navy and Royal Marine men who own her, something must be done. Accordingly, during a visit to Aden, it was agreed that Droopy must be introduced to her first tree. And since the dog could not go to the tree, or at least a worthwhile part of it, the tree had to go to the dog. A substantial branch was taken on board, and a sign painted to eliminate any doubts concerning its ownership. Droopy was introduced to her tree by Sgt. Major G. Sawtell, whose home is at Upper Parkstone, Poole. Droopy's reaction to the tree? She appreciated its shade rather than its sniffing possibilities.

FAREHAM GOES BIRD-WATCHING

THE Fareham Branch of the Royal Naval Association went "bird watching" for its annual outing—a visit to the Wild Fowl Trust at Slimbridge, which was generally felt to have been well worth while.

After a fascinating time at Slimbridge the journey back to Fareham was by a different route to that taken on the outward journey via Warminster, and took in the Saverlake Forest. The whole tour took in Wiltshire, Somersetshire and Gloucestershire and was voted an outstanding success.

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NEPTUNE'S SCRAPBOOK



Vice-Admiral F. R. Twiss, C.B., D.S.C., has been appointed to be Commander, Far East Fleet, in succession to Vice-Admiral Sir Desmond Dreyer, K.C.B., C.B.E., D.S.C., the appointment to take effect in January, 1965.

Colonel N. H. D. McGill, A.D.C., R.M., is to be promoted to Major-General on September 30, 1964, and to be appointed Major-General, Royal Marines, Portsmouth, in succession to Major-General R. D. Houghton, C.B., O.B.E., M.C., R.M.

Colonel (Acting Brigadier) P. W. C. Hellings, D.S.C., M.C., R.M., is to be promoted Major-General, Royal Marines, on October 1, 1964, and to be appointed Chief of Staff to the Commandant General Royal Marines in succession to Major-General R. A. Pigot, C.B., O.B.E., R.M.

Colonel F. N. Grant, R.M., is to be promoted to Major-General, Royal Marines, on February 22, 1965, and to be appointed Major-General Royal Marines, Plymouth, in succession to Major-General N. H. Tallyour, C.B., D.S.O., R.M.

Vice-Admiral Sir Arthur Hezlet, K.B.E., C.B., D.S.O. and Bar, D.S.C., is to be placed on the Retired List to Date July 31, 1964.

Rear-Admiral H. C. Lyddon, C.B., O.B.E., is to be Director-General, Naval Manpower, in succession to Rear-Admiral P. N. Buckley, C.B., D.S.O., the appointment to take effect in November, 1964.

Admiral Sir Harold Burrough was 76 on July 4.

The Commanding Officer, H.M.S. Victory (Ship), (Lieut.-Cdr. V. H. Bracher, R.N.), has produced a calendar for 1965 which is out of the usual run and should delight all those interested in the way our old "Wooden walls" sailed and fought.

With a frontispiece of an excellent broadside photograph of the ship and verses specially written by the Poet Laureate, the calendar, a month to a page, has drawings by Christine Warburton of parts of the ship, with explanatory remarks and names which will enlighten the uninitiated.

Profits from the sale of the calendar, price 5s. (by post 5s. 6d.) go to Naval Charities.

Rear-Admiral H. C. Martell, C.B., C.B.E., has been appointed to the new post of Director-General, Naval Recruiting, an appointment which he will combine with that of Admiral Commanding Reserves, a position which he already holds. He will in future be responsible for planning and directing a nation-wide recruiting effort aimed at encouraging sufficient young men and women of the required standard to join the Naval Service.

H.M.S. Blake, first of the "Tiger" class cruisers to be converted to carry four helicopters, and which has been in reserve at Devonport since early 1963, is to be reconstructed at Portsmouth. The cost of the conversion is likely to be about £5 million per ship.

Lieut.-Cdr. M. Burley, R.N., and all but one of the combined Services expedition which is flying to Montevideo on October 15 and is then to be transported to South Georgia in H.M.S. Protector, were training in Snowdonia during July. During the expedition the party will retrace the route followed in 1916 by Sir Ernest Shackleton in his crossing of South Georgia and will undertake scientific work, mountain climbing and also carry out survey, geological, zoological and ornithological research. The expedition will be picked up on March 12 by H.M.S. Protector and is expected back in the United Kingdom on May 15.

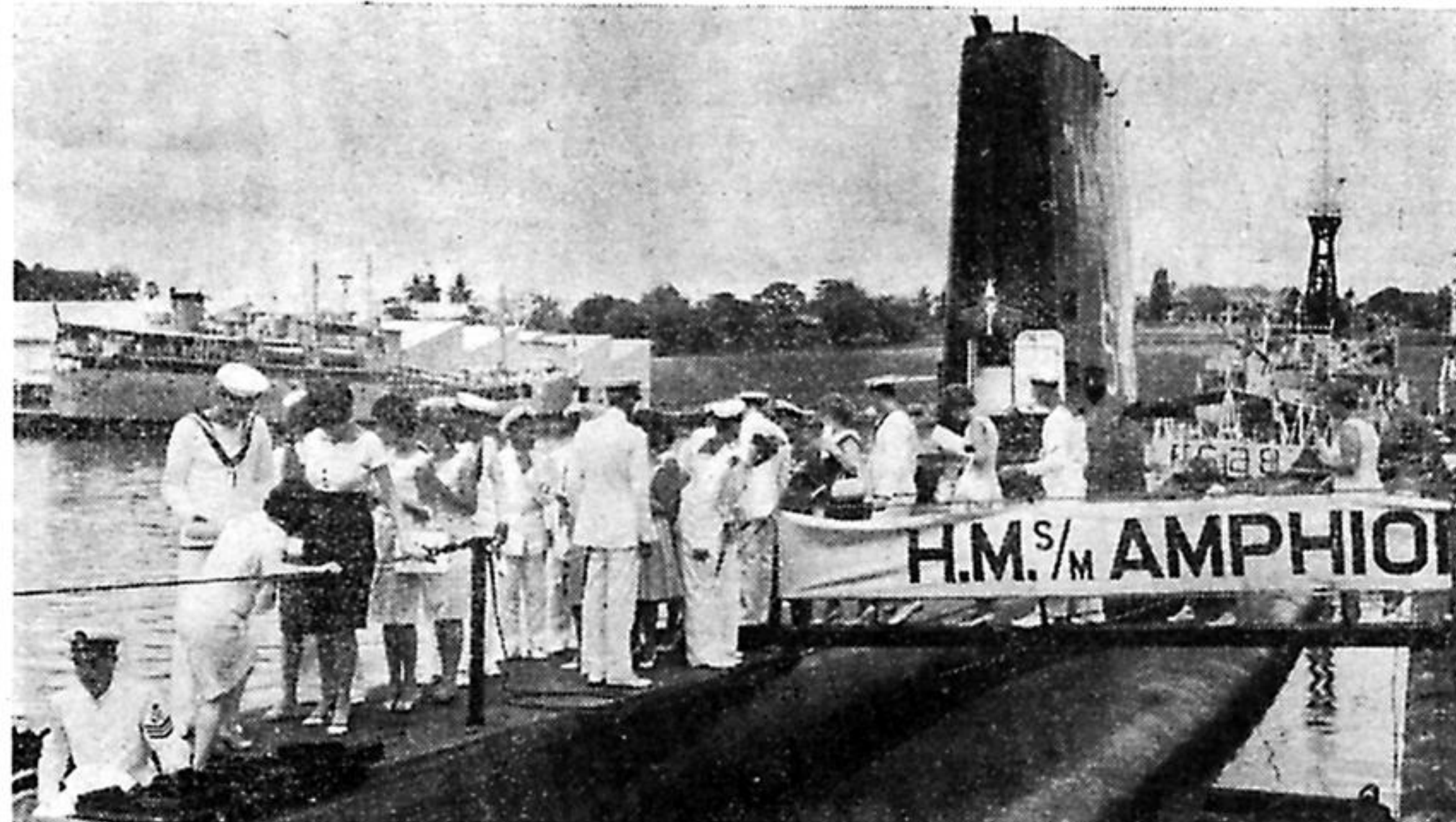
Vice-Admiral Sir Francis T. B. Tower, K.B.E., C.B., died on July 19. He was the first gunnery officer of H.M.S. Hood, in 1919, and returned to her as Flag Captain in 1933. He was 78.

The Duke of Edinburgh will attend Cowes Week in the Royal Yacht Britannia from Monday, August 3, to Saturday, August 8.

Earl Jellicoe, Minister of Defence (Navy), visited Lee-on-Solent on July 17 and saw the Hovercraft SRN 3 now with the Inter-Service Trials Unit.

Rear-Admiral R. St. V. Sherbrooke, V.C., Gentleman Usher of the Scarlet Rod to the Order of the Bath, has been appointed Registrar and Secretary of the Order.

Capt. H. H. Hughes, R.N., was promoted to Rear-Admiral to date July 7, 1964.



Families and friends looking over H.M.S. Amphion when she re-commissioned at Singapore

AMATEUR RADIO STATION FOR NAVY DAYS

THE Royal Naval Amateur Radio Society, which celebrates its fourth anniversary this summer, is taking part in Portsmouth Navy Days. A complete amateur radio station using the call sign GB3RN has been installed and will be operating throughout the period.

The station will demonstrate to the public how R.N. personnel can talk to amateur stations in this and other countries when they are abroad, either ashore or afloat.

Several transmitters and receivers for long distance and local working will be demonstrated together with items of home-made equipment. There will be an opportunity to discuss details with licensed amateur operators, and hear actual contacts with stations taking place including some with mobile stations in cars around the Portsmouth area.

The Society H.Q. station is normally at H.M.S. Mercury, the Captain of the Signal School, Captain D. V. Morgan, M.B.E., R.N., being the President. The Chairman is Cdr A. J. R. Pegler, R.N. (G3ENI), Examining Officer in charge of the Naval Aircraft and Marine Examination Board, and the Secretary is C.R.S. M. J. Mathews (G3JFF) of H.M.S. Mercury. Membership is open to serving or past members of the R.N. and W.R.N.S., and to civilians who are or have been connected with the Royal Navy.

FOSTER AMATEUR MOVEMENT

Information about Society activities is included in the "Communicator" magazine, a copy of which is sent to all members. Technical advice can be given together with help in getting equipment at reasonable prices. The Society is constantly endeavouring to foster the amateur movement within the Service and to obtain improved operating conditions for its members. High-speed Morse practice runs at up to 35 words a minute are carried out from the H.Q. station (G3BZU) on the first Tuesday of each month on 3550 Kc/s at 2000Z.

Don't forget to see the Society demonstration when you visit Navy Days this year. You will receive an enthusiastic welcome from the operators, and have a chance to join the Society.

DISAPPOINTMENT

(Continued from page 3, column 2)

My heart rose—then a "kindhearted gent" yelled through a loud-speaker: "If you are in the London queue and you are below the half-way mark, you have had it." I'd had it!

There was one old libertymen's cutter, vintage 1910-20, capacity 120, including crew, London's crew and the few odd visitors, did the "voyage" of 200 yards once an hour. The rest of the time was spent getting up steam, diesel fuel or by whatever it was propelled.

That concluded my visit to H.M.S. London—from 200 yards away and 15 miles back home.—Yours, etc., R. HAYTER, Friern Barnet.

[So many people wished to view the guided-missile destroyer that special arrangements were made on Thursday, July 9, for visitors to go on board.—EDITOR]

Half time - and 33,000 miles under her keel

SINCE re-commissioning at Singapore on May 9, 1963, H.M.S. Amphion (Lieut.-Cdr. T. J. Andrews, R.N.), now in her ninth commission and approaching her 20th birthday, has 'steamed' over 33,000 miles. Naturally a large percentage of this total has been covered on the surface, for her activities have taken her Westwards to Karachi and Eastwards to Yokosuka.

Based at Singapore, where a large proportion of her ship's company are accompanied, Amphion has spent much time in the local exercise areas with ships "working-up." Her first break was in November 1963 when she took part in a big CENTO exercise Midlink at Karachi. Though not the answer to a sailor's prayer as far as a run ashore is concerned, Karachi is at least different, and certainly for the artistic, boasts some of the most glorious sunsets to be experienced.

After spending Christmas at home (Singapore, that is) Amphion's next visit was a long-awaited one to Hong Kong. For many of the ship's company this was their first visit and all hoped it would not be the last. The four-day visit was rounded off by firing a live torpedo at the East Nineships—a magnificent explosion but one which failed to reduce the size of the rock significantly!

Westwards again. This time to the primitive Andaman Islands, once British, now a growing Indian base. Based at Port Blair for a fortnight Amphion was guest of the Indian Fleet for pre-JET work up exercises. During that time Amphion had the pleasure of taking the Flag Officer Commanding Indian Fleet to sea on two occasions. In harbour the submarine lay alongside I.N.S. Betwa with whom a strong friendship was made.

A novel experience for some was a night on 'shikar'—hunting deer, boar

or pigeons. The hunters with their .303 rifles did not meet with much success but there were many stories of ones that got away.

While in Port Blair the Indian Navy shore establishment was commissioned and representatives from Amphion attending. They were interested to find that the formal ceremony concluded with a display of tribal dancing by people of the very small and primitive Ongi tribe—inhabitants of the South Andaman Islands.

After exercise JET came a spell of maintenance and local running, and Amphion left Singapore at the end of April for a round trip which took her to Hong Kong—only two days though—Yokosuka, Subic and exercise Ligas.

The week at Yokosuka was spent as guests of the U.S.N. Seventh Submarine Flotilla and the ship's company thoroughly enjoyed it. Anyone who has visited a U.S. Base anywhere will know the facilities provided. Although it was ostensibly a visit to Japan not many of the ship's company ventured beyond the base and the town of Yokosuka.

Subic Bay saw a large fleet of American, Philippine and Commonwealth ships assembled for the great amphibious exercise Ligas. Amphion was part of the opposition for this ten-day exercise and then returned to Singapore for maintenance and refreshment interval in preparation for the second half of her commission.

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Scene at Thurmier airstrip as a Naval Wessex helicopter takes off with water and equipment—headed for the mountains. On the strip is an R.A.F. Twin Pioneer Light Transport

Navy wins praise for work in 'lost horizon world'

ARMY MEN RESCUED

It has been learnt that for nearly a week Wessex helicopters of 815 squadron put ashore by H.M.S. Centaur, alone performed the task of keeping troops in "lost horizon world" of the Radfan Mountains supplied with stores, water and food to enable operations to continue.

The helicopters, commanded by Lieut.-Cdr. John Bluett, R.N., flew 427 sorties, carrying 1,300 passengers and 160,000 pounds of freight, when they at first operated in conjunction with R.A.F. Belvedere. When the Belvedere were withdrawn to rest their crews, Wessex pilots and observers broke previous squadron records by each averaging more than eight hours flying-time a day.

At dawn each day, aircraft flew to a hot, dusty airstrip at Thurmier to operate shuttle services until dusk, with nightmare landings on mountain sides and tops. The capabilities of the Wessex under most difficult flying conditions due to extreme heat and unbelievably stark terrain, have been highly praised by troops in Aden's forbidding hinterland.

A most unexpected task was the rescue of Army men trapped chest-high by storm water in a flooded wadi. Six were winched to safety before their scout cars and Land-Rovers were overturned in a maelstrom. The daily grueling task goes on. Operational reports reduce achievements by the squadron to unexciting statistics: 156 passengers, 12,000 pounds of stores, etc., one day, 75 passengers, 16,700 pounds of freight on another, two aircraft on a Saturday and Sunday flew 68 sorties in 21 hours. For most of the 21 officers, 24 chief and petty officers, and 37 junior ratings landed at Aden with six Wessex helicopters, life has been reduced to working and sleeping. In terms of human effort it cannot be assessed by statistics. But in the Radfan Mountains, the Royal Navy is playing a vital role.

Navy names the ships of new Survey Fleet

AN announcement by the Admiralty Board of the names of a fleet of new ships shows that while its eyes are firmly fixed on the future it remains ever conscious of its past. The 14 vessels concerned have been planned to keep the Royal Navy in the van of modern seafaring practice and aspiration—from the opening up of polar waters and the comprehensive study of the oceans to the vital business of charting the Seven Seas. Though the ships themselves will be up-to-the-minute in every detail of their design and equipment, their names will reflect the Navy's history in the realms of exploration, research and hydrography as far back as the 16th century.

Thus, the Royal Navy's first ice-breaker—whose role will combine the tasks of patrol, survey and scientific support in the Arctic, Atlantic and Antarctic—is to be named after Capt. Scott's famous ship *Terra Nova*. Unlike Scott's sail and steam propelled 764-ton vessel, with her coal-fired boilers and under-powered single-screw engine, however, her modern namesake (displacing 7,500 tons) will be powered by four diesel-electric engines driving twin screws and developing some 15,000 horse power. She will also be equipped with two helicopters.

NEW OCEAN SURVEY SHIPS

To tackle the problems of oceanography with their dual bearing on undersea warfare and the economic exploitation of the oceans, the Navy is now building three new ocean survey ships of advanced design. These 2,800-ton vessels, to be delivered next year,

will be named after their illustrious predecessors *Hecla*, *Hecate* and *Hydra*, several generations of which have served the Navy with quiet distinction since the end of the 18th century.

Thus, *Hecla* figures prominently in the abortive search for the North-West Passage from 1819-1825, in subsequent exploration round Spitzbergen and in hydrographic surveys off West Africa till 1828—while her "battle honours" date from 1798. *Hecate* achieved fame with her three-year survey of the west coast of Canada from 1860-1863, giving her name to the wide strait separating the Queen Charlotte Islands from British Columbia and has "battle honours" dating from 1810. *Hydra*, which has the longest naval record of the three—starting in 1778—has "battle honours" ranging from Syria in 1840, through both world wars to the Normandy invasion. Her surveying history is concentrated in the Mediterranean from 1863 to 1868.

The new ships to bear these names will be deployed mainly in the deep oceans. To the extent that their work will involve the mapping of the physical properties of the water comprising the oceans (their depths, currents, temperatures, salinities, densities, transparencies and acoustics—as well as the shape and composition of what lies under them), these ships will be virtually extending the investigations of their predecessors, but probing much more deeply into them.

COASTAL SURVEY CRAFT

The new "Hecla" class will replace the four ageing ships of the "Dampier" class and the even older Scott which have borne the brunt of hydrography since the last war. This role—the never-ceasing task of charting and re-charting the shallow seas for the safety of navigation—will soon fall to a new class of coastal survey craft of smaller dimensions. Six of these, each of about 500 tons, are projected for hydrographic work overseas. They are planned to work in pairs, each pair assigned to a particular theatre of the world, and will be called *Albatross* and *Albacore*, *Bulldog* and *Barracouta*, *Fox* and *Fawn*.

These names were all borne by surveying ships of the last century, several of them perpetuated in the names of shoals and reefs shown on the present-day charts. Their activities ranged over 70 years, from 1812 to 1883, and covered the English Channel, East and West Africa, the North Atlantic, Bermuda, the Mediterranean, Sea of Marmora and the Red Sea.

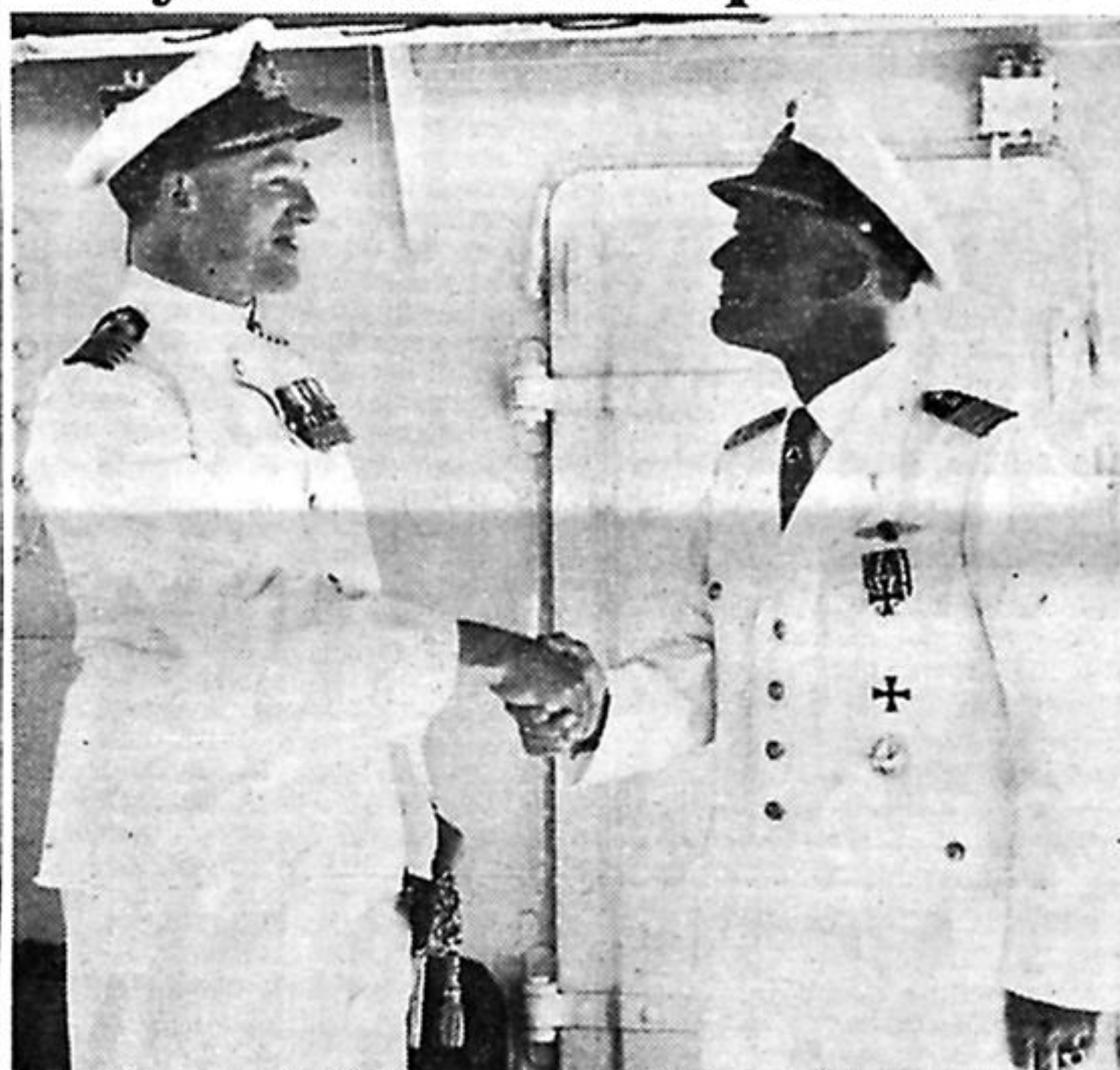
Meanwhile, to augment the surveying effort in home waters during the run-down of existing ships, two coastal minesweepers have been converted to surveying craft and will start work this summer. Commissioned in mid-July, they are named *Mermaid* and *Myrmidon*. The former name dates from 1586, when it was borne by a 120-ton ship commanded by Capt. J. Davis, who gave his name to the great strait between Greenland and Baffin Island while searching for the North-West Passage. *Myrmidon*, a screw sloop, served as a surveying vessel in the Mediterranean, Red Sea and Antarctic from 1884 to 1889.

INSHORE SURVEY LAUNCHES

Two further names with 19th century hydrographic connotations have been allotted to a pair of inshore minesweepers which will replace the aged survey launches *Meda* and *Medusa* for work in inshore waters at home. These larger and more modern vessels, when converted for surveying duties, will be named *Woodlark* and *Waterwitch*. The former was borne by a cutter charting the Orkney and Shetland Isles during the first part of the 19th century and the latter, during its closing stages, by a screw yacht surveying the islands of the South-West Pacific, the Great Barrier Reef and the China Coast.

The above replacement programme, though it gives the Navy more ships for its specialised tasks, will in fact be more economical. Being designed solely for their job, the vessels will be proportionately more effective and, most important, will require fewer sailors to man them.

Ajax and Graf Spee meet



Memories of a famous war-time naval action—the Battle of the River Plate—were revived in Malta in June. While H.M.S. *Ajax* (Capt. The Hon. D. P. Seely, R.N.), the new "Leander" class general-purpose frigate was in Grand Harbour on her way to the Far East, the Federal German Navy Ship *Graf Spee* (the former H.M.S. *Flamingo*), now employed as a Cadet Training Ship, on passage from the Far East to Germany, was also in Malta. Capt. The Hon. D. P. Seely, R.N., is seen greeting *Fregatten Kapitän* R. Rowher, the commanding officer of the *Graf Spee*.

FOUR LAUNCHINGS IN THREE DAYS

LAST month saw the launching, in the course of three days, of four new ships for the Royal Navy. This is the first time that so many ships have gone down slipways in such a short period since the peak ship-building effort of the Second World War.

On July 8, the "Leander" class frigate *Phoebe* was launched by Lady Frewen, wife of the Vice-Chief of Naval Staff (Vice-Admiral Sir John Frewen, K.C.B.), at the Linthouse, Glasgow, yard of Alexander Stephen and Sons Ltd.

Sixteen "Leander" class general purpose frigates are on order or have been already completed. A number are always in service at home and overseas with the Fleet. The equipment of these ships, which have a standard displacement of 2,000 tons, includes Sea Cat ship-to-air missiles, 4.5-inch guns and an anti-submarine Wasp helicopter.

GUIDED-MISSILE DESTROYERS

The following day, two new guided-missile destroyers were launched—the *Glamorgan* by Lady Brecon, wife of the Minister of State for Welsh Affairs at Vickers-Armstrongs (Shipbuilders) at Newcastle-upon-Tyne and the *Fife* by the Duchess of Fife at Fairfield Shipbuilding and Engineering Co. Ltd. yard at Govan, Glasgow.

Four "County" class destroyers, the *London*, *Kent*, *Hampshire* and *Devonshire*, are already in service. The new ships are armed with improved Sea Slug and Sea Cat missiles. "County" class ships are intended to undertake anti-aircraft defence for task groups as well as fulfilling the operational role of ships of their size. For anti-submarine warfare, they are equipped with a Wessex helicopter carrying dipping sonar and homing torpedoes.

The fourth ship was the first of the new Fleet Replenishment tankers, the *Olynthus*, which was launched by Hawthorne Leslie (Shipbuilders) Ltd., at Hebburn-on-Tyne, on Friday.

The Royal Fleet Auxiliary *Olynthus* is the first of three ships of her class. They are designed for the replenishment of the Fleet at sea and are specially strengthened for work on ice. These ships, which will have a helicopter landing platform, are to carry a mixed cargo of fuel. At sea they wear the blue ensign and are civilian-manned. Their displacement is 33,000 tons.



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BROTHERS IN ARMS



Among the nearly 3,000 officers and men in H.M.S. Eagle are three pairs of brothers—one pair being twins. The photograph at the top shows Petty Officer Keir Anderson and his younger brother Alex on the quarterdeck of the ship—the largest in the Royal Navy. The middle photograph shows Robert Meakan, a hangar sentry, explaining his duties to brother James. The Meakmans come from Co. Durham. In the bottom photograph 16½-year-old Alan West shows his twin, Andrew, the cable on the forecable. Andrew is in the quarterdeck division. Both are Plymouth men and joined the Navy together. Another brother is an Air Mechanic in H.M.S. Thunderer, and their father, too, is an ex-Navy man.

MUCH TO SEE AND DO AT NAVY DAYS

PRACTICALLY every kind of ship in the Royal Navy, ranging from H.M.S. Eagle, at Plymouth, to the Fast Patrol Boat, H.M.S. Brave Borderer, at Portsmouth, will be open to the public over August Bank Holiday week-end August 1, 2 and 3. Given fine weather, the organisers anticipate record crowds, and the public will get its money's worth, for apart from the ships there is much to see and to do.

At Plymouth more than a dozen ships are open to the public, the highlight being a realistic anti-submarine action in which two frigates, a Shackleton aircraft from Coastal Command and ship-borne helicopters will take part.

At Portsmouth 24 ships, including the guided missile destroyer H.M.S. London, and the cruiser H.M.S. Lion, will be open and among the many attractions will be a diving display in which a target on a specially built island will be blown up.

In addition to the ships mentioned the following may be visited: Portsmouth—the destroyer Diamond, frigates Galatea, Eskimo, Rhyl, Lowestoft, Londonderry, Chichester, Salisbury, Urchin, Zest, Volage and Rapid, submarines Oracle, Grampus, Rorqual and Tireless, minesweepers Rep-ton, Monkton, Clabeston and Badminton, Plymouth—the cruiser Tiger, Devonshire, the guided-missile destroyer, the frigates Tenby, Torquay, Wizard and Scarborough, Adamant and Tyne (Depot Ships), submarines Alaric, Onslaught and Cachalot, and the tanker, R.F.A. Olna.

At Portsmouth there are more than a dozen static displays and trips may be taken in a Landing Craft. There are as many displays at Plymouth and short trips in a minesweeper and child-

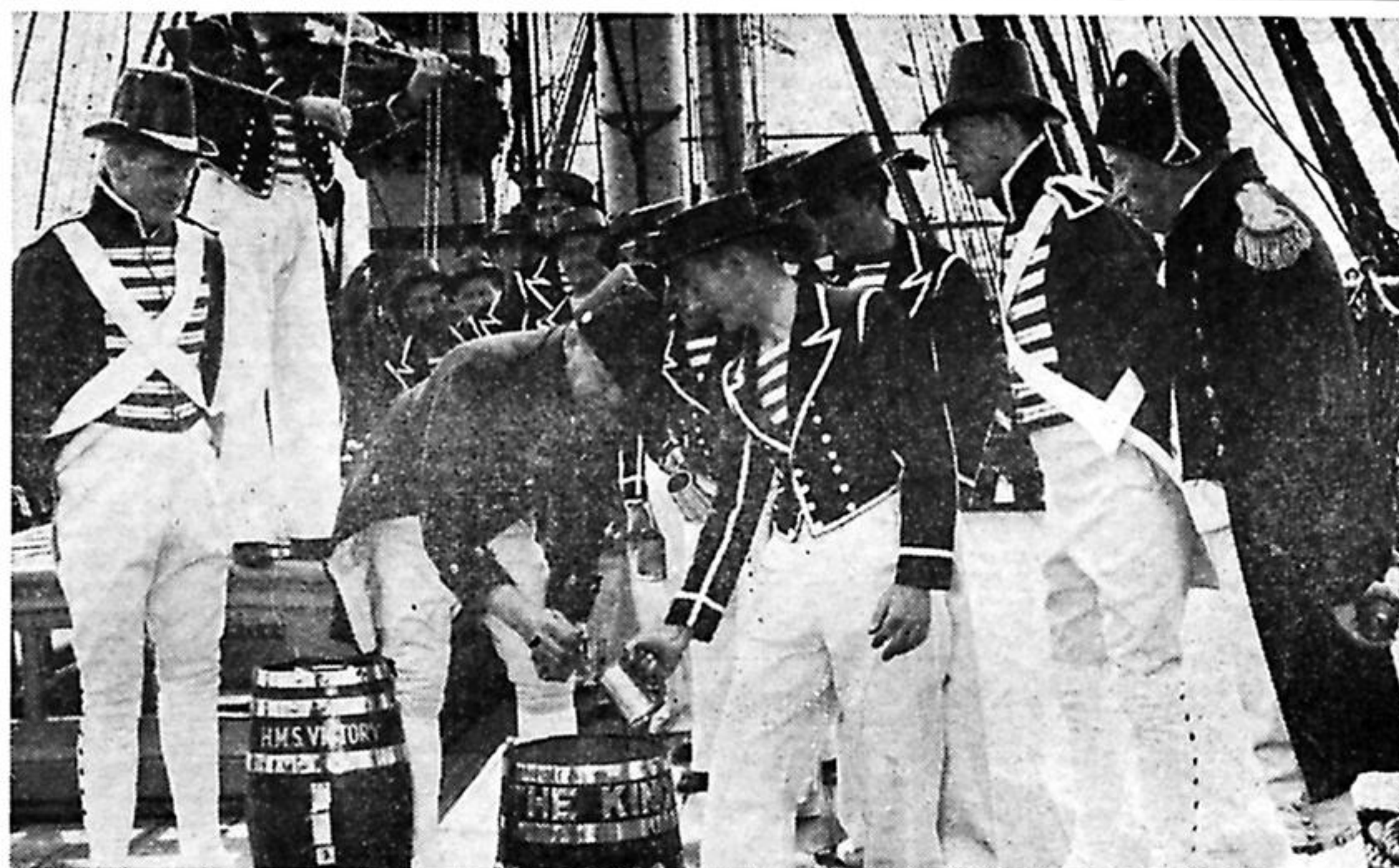
ren will be able to ride at high speed in rubber motor boats of the Royal Marine Commandos.

The arena displays at both Portsmouth and Plymouth will prove of considerable interest to the general public and at both places will conclude with the ceremony of Beating Retreat by Royal Marine Bands.

Admission at Portsmouth will be 3s. for adults and at Plymouth 2s. 6d. Children 1s. 6d. at each place. All proceeds will go to Naval charities. Gates open at 12.15 at Plymouth and 12.30 at Portsmouth and will close at 6 p.m.

In a foreword to the Portsmouth programme the Commander-in-Chief, Admiral Sir Wilfrid Woods, states "The displays, exhibitions and tours available will, I am sure, show how full and varied life is in the Royal Navy, the Royal Marines and Women's Royal Naval Service. Ships of almost every class in service in the Navy are berthed in the Dockyard."

"Great changes in weapons and equipment are of course still taking place, as is inevitable under present-day conditions; but I hope that you will be able to discern something of the quality that does not change: the traditional spirit and efficiency of our most important asset—the sailor himself."



The Bosun serving out the rum to the riggers while the Captain looks on, and the fiddler plays

Re-rigging of Victory took 34 miles of hemp 'SPlice THE MAIN-BRACE' CEREMONY

MID the towering cranes of Portsmouth Dockyard and within sight of some of the Royal Navy's most up-to-date ships, including the Guided Missile Destroyer Devonshire, a little bit of old English naval history was re-enacted on July 16.

Last October work started in replacing the old sisal ropes of Nelson's Victory with Italian hemp—rope which will last a considerable number of years.

The major part of the work, involving the main mast, foremast, bow sprit and jib boom, has now been finished, and to celebrate the occasion the main brace was symbolically re-rigged and the 16 civilian riggers were invited by the Captain of the Dockyard, (Capt. J. A. Marrack, R.N.) and the Captain of the ship, (Lieut.-Cdr. V. H. Bracher, R.N.) to partake of an extra ration of grog—immediately.

ARDUOUS JOB

In the presence of a distinguished audience, including the Commander-in-Chief, (Admiral Sir Wilfrid Woods), the Admiral Superintendent, (Rear-Admiral J. L. Blackham), other senior officers and the families of the men who had completed such an arduous job all of whom held their breath as riggers, Mr. S. Winter and Mr. J. Hoite, climbed to the end of the main yard, 45 feet out from the mainmast and nearly 100 feet above the side of the dock in which Victory is berthed, and, seeing that all was in order, returned to the mainmast and slid down a rope to the deck the colourful little ceremony was started.

For the occasion, the Commanding Officer (Lieut.-Cdr. V. H. Bracher, R.N.), of whom it is said "so long as he lives, Nelson will never die," and the Master Rigger of the Yard (Lieut.-Cdr. G. R. Lush, M.B.E., R.N.), wore the uniform of officers of Nelson's time and the riggers themselves wore authenticated copies of the dress worn by sailors of the same period.

After thanking the men for their



The Captain and the Bosun

drop of the precious liquid went into the barrel.

FIDDLER WAS THERE

To the tune of "Tom Bowline" the fiddler, Mr. B. Browning, also in the dress of the day, led the riggers to the rum barrel, where they were issued with their well-earned extra tot.

Replacing the rigging of the Victory entailed the use of 34 miles of hemp—all the way from Portsmouth to Petersfield and back again—three tons of spunyarn, 300 yards of old canvas and 224 gallons of tar.

Note: The ceremony of "splicing the mainbrace" when an extra issue of rum is given to officers and men, can only be ordered by the Sovereign, a member of the Royal Family or by the Admiralty Board. The name arose from the extra rum being given as a reward in sailing ships to men who carried out the arduous task of splicing the main brace, work at sea which had to be carried out at great speed and often under very difficult conditions.

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THE 'INDISPUTABLE LOYALTY OF ROYAL MARINES'

Queen reviews troops at Buckingham Palace

THE highlights of the London ceremonies to mark the tercentenary of the Admiral's Regiment—the forerunner of the Royal Marines—were a parade through the City of London, with colours flying, bands playing and bayonets fixed, a reception in Guildhall, a review by the Queen in the gardens of Buckingham Palace, a Corps dinner in the Painted Hall of the R.N. College, Greenwich, a thanksgiving service in St. Paul's Cathedral, Royal Marines night at the Royal Tournament and a grand reunion at the Lyceum Ballroom, Strand, at which the Duke of Edinburgh was present.

When the Royal Marines entered the city on July 22 for the parade, the contingent was challenged at Moor-gate, in accordance with tradition, by the City Marshal, and the Lord Mayor took the salute at the Mansion House.

After inspecting the Royal Guard in the gardens of Buckingham Palace on July 23, Her Majesty addressed the parade, some of whom were in ceremonial dress while some were in everyday combat uniform. During her address the Queen said: "I understand that there is still a lively historical debate about those early times" (referring to the early years when other regiments had fought at sea). "Whatever may be the true facts one thing is indisputable—the loyalty and value of marines throughout three centuries."

Her Majesty went on to say: "Today the Royal Marines provide a flexible and versatile amphibious force for which there seems to be a continuous demand in a great variety of places."

BROOCH FOR THE QUEEN

The Commandant-General, Royal Marines, General Sir Cartwright-Taylor, presented the Queen with a brooch in the Corps emblem, and he also presented the Duke of Edinburgh, Captain-General, Royal Marines, with a pair of cuff links.

Her Majesty and the Duke of Edinburgh were present at the Corps dinner at Greenwich on July 23, and guests included the First Sea Lord (Admiral Sir David Luce), the Commandant-Generals of the United States and Netherlands Marines, three Commanders-in-Chief, and representatives of Army units with which the Corps has had strong associations.

At the thanksgiving service on July 24 the Bishop of London preached and the Duke of Edinburgh read the lesson. Prayers were read by the Chaplain of the Fleet and the Principal Chaplain of the Free Churches and the Church of Scotland.

U.S. marines mark 'Royals' tercentenary

A RIFLE carried by the United States Marine Corps in the Boxer uprising, the first occasion that they fought alongside men of the Royal Marines, was presented on July 21 by General Wallace M. Greene, Commandant of the U.S.M.C., to the Royal Marines to mark the tercentenary of the Corps.

Two other rifles, one from each of the two World Wars, were also handed to the Commandant-General, Royal Marines, General Sir Malcolm Cartwright-Taylor, K.C.B., by General Greene, who was accompanied by Admiral Charles D. Griffin, C.-in-C. U.S. Naval Forces in Europe.

Another presentation made on behalf of the United States Marines was a display case containing four hat emblems of the U.S.M.C. dating from the early nineteenth century. An inscription reads: "To mark the enduring respect and friendship forged throughout the globe in peace and in war, and in testimony to the proud heritage that Britain's soldiers of the sea have transmitted to all who glory in the title of marine."

TENNIS WIN FOR Q.A.R.N.N.S.

THE Inter-Nursing Services' Tennis Tournament was played at the R.A.F. Hospital, Ely, on July 22, Miss M. Givan, Q.A.R.N.N.S. and Miss M. E. Moss, Q.A.R.N.N.S. winning the tournament.

The Q.A.R.A.N.C. were beaten 10-8, 6-3, and the P.M.R.A.F.N.S. were beaten 6-1, 6-2.

'NOTHING TO MOAN ABOUT'

Eskimo's Persian Gulf leg was—'not so bad'

[The "Tribal" class frigate H.M.S. Eskimo (Cdr. J. N. Humphrey-Baker, R.N.), returned to Portsmouth on July 24, after a year in the Persian Gulf. This light-hearted account of the foreign leg cannot conceal the fact that the Gulf is not a place in which to spend a holiday, and the 43,000-mile run shows that there was not much time for pic-nic-ing.]

BY OUR OWN CORRESPONDENT

IT needed a certain sense of humour to send a ship named Eskimo to the Persian Gulf in the first place, and I suppose you could say that it needed a certain sense of humour to serve out there.

We're not grumbling, of course. Why should we? We're home and there's leave and beer, and an English summer, and beer; and gardens filled with roses, and beer; and girls in summery, flowery frocks, and beer—so there's really nothing to moan about. It's great to know, though, that the foreign leg is behind us: the commission goes on until October (Trafalgar Day in fact).

We're still not grumbling, though, because it really wasn't as bad as we had expected. The Persian Gulf—it even sounds hot, doesn't it? From what we'd heard before we left, a year, a whole foreign leg, 25 pay days and hundreds of air mail letters ago, it was going to be rough, and tough, and hot, cheerless, beerless, topped up with sand and pretty inhospitable.

'NOT SO BAD AFTER ALL'

Just a few years ago that sort of picture was probably depressingly accurate but, while we all feel that we've earned our whack of England, home and beauty, and earned it, so to speak, by the sweat of our brows, we'd all agree that the Gulf of 1963/64 in an airconditioned "Tribal" wasn't so bad after all. Of course, as the years go by, the memory will get a lot hotter and more rugged, but that's quite reasonable; what's experience for if not to form the basis, background and core for a bit of reasonable exaggeration?

port,* but had little else to offer, although the Royals took a masochistic delight in teaming up with their commando cousins for a romp across the burning desert sands. The rest of us know full well that it's nice when you stop, but can see little else attractive about such larks.

Bahrain! Well, it's not Blackpool, that's for sure. If you were booked for a fortnight on the Costa Brava (wherever that is), or even a trip to Southend, don't let us talk you out of it. Bahrain is a holiday poster in wide-screen, vista-vision, all-star spectacular. It's full of sun and sand. For the benefit of those who don't know the Gulf, I repeat, with feeling, it's full of sun and sand; nothing else at all. One Seaman Division thought they'd found something else, an island suitable for picnics, ban-yans and barbecues, and wondered why it wasn't on the map. It seems that the map was printed at high water. Hence, no island—but they had a good swim!

We never really got to know Karachi. Clearly it had much to offer but at a price that was well out of our reach. In any case the visit was overshadowed by the tragic death of the late President John F. Kennedy, and it is safe to say that the resultant sense of loss was felt as keenly in the Royal Navy as in the large United States Squadron present in the port with us. If we had a "home from home" out

there it was probably Mombasa; few of us failed to have our feet under the table somewhere. The kindness and courtesy of the local people, Europeans, Africans, and Asians, made a lasting impression on us all. It was in Mombasa that we spent Christmas, the first one away from home for a large number of our young ship's company. We tried to make it as much of a family affair as possible, and tried to include as many features of Christmas at home as we could—carol singing at the local hospital, decorated messdecks, Christmas trees, one of which was seen to be growing out of the centre barrel of the A/S mortar. The T.A.S.I. said that he'd always known that there was an earth on that barrel.

One of our visits to Zanibar was in connection with the Independence ceremony and celebrations. The streets were impressively lined, salutes were fired, and we all felt that we had taken part in a bit of history making. Shortly afterwards we were to be back patrolling off-shore and prepared to render assistance to the British residents whose lives and property were in danger as a result of an anti-government coup.

WORK IN MONSOON

The only other port of note that we visited was Bombay. This was to effect a change of screw. The job, which included the replacement of a shaft and the associated bearings, was completed in 10 days—probably a record performance in peace-time. It was unfortunate that the work was carried out at the height of the monsoon.

Now that we're back, and can see the whole year in its proper perspective, it's safe to say that we enjoyed the experience. That's not to say, though, that we want to go back for

(Continued on page 14, column 1)

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How did we spend the year, what did we do, what have we to show for this rich experience of the unique combination of sunshine and golden sand, coupled with refrigerated luxury? What did we do? It's a little difficult to remember. Memory's a funny thing, one so seldom remembers the right things—the impressive things. Memory so frequently has a sense of the ridiculous—it's like one of those cameras that always chops Aunt Jane's head off, or makes every historic building look like that place in Pisa, the one with the kink to Gilbert.

So what did we do for 12 sun-soaked months? Well, for the record, we steamed some 43,000 miles, and from a statistical point of view, that is that! Somehow it didn't occur to us that records, numerical standards and landmarks were ever going to be significant in our corporate, communal life. We can't tell you that we ate so many miles of "Bangers," for instance; curiously enough it never seemed important. "Chef" satisfied the inner man, and if we were a couple of inches, grammes or litres short at the end of the year, we didn't even notice. There isn't even a record of how many acres of paint we applied and subsequently washed, that didn't seem important either: as long as Eskimo looked better than the rest, all was well.

We toured the Station quite extensively and visited such important ports as Aden, Bahrain, Karachi, Mombasa, Zanzibar and Bombay, as well as a host of small islands, varying from sparsely inhabited to totally deserted.

LITTLE IN ADEN

Aden was "tops" for shopping because of its status as a custom-free

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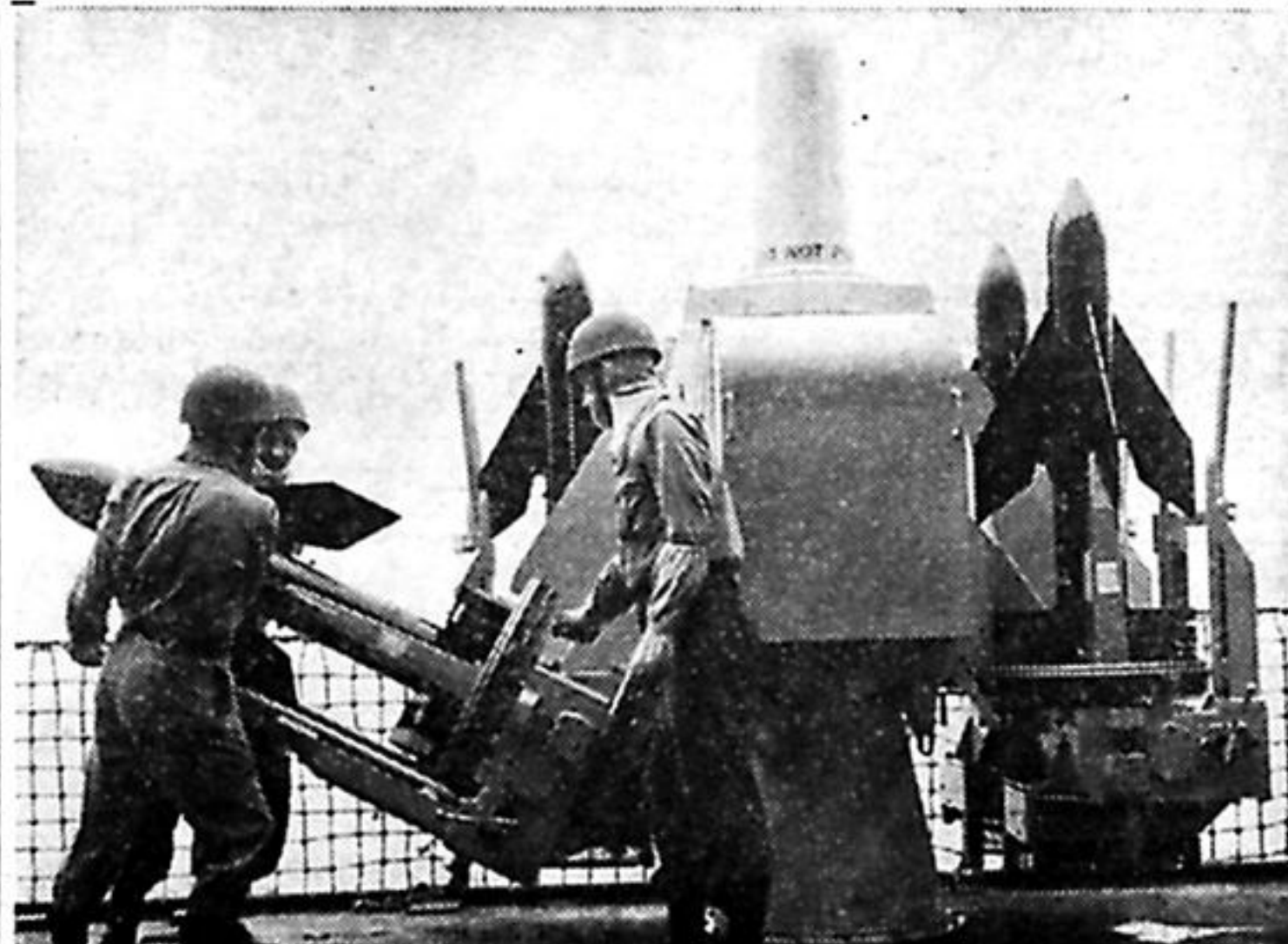
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The Ghanaian naval ship Kromantse built by Vosper Ltd.

FACT-NOT FICTION



These are not Dr. Who's men feeding a Dalek, but men of H.M.S. Kent during trials of the ship and her equipment in home waters exercising with a guided missile launcher

Ghana Navy to have the first Corvette of the Sixties

FIRE THREATENED DEMONSTRATION

It was touch and go whether the demonstration for the press of the new 20-knot corvette, the Ghanaian Navy Ship Kromantse by Vosper, Ltd., of Portsmouth, would take place, for in the late evening of the day previous to the demonstration, a severe fire broke out, causing damage to electrical wiring and a couple of compartments in the ship.

Directors and staff, however, were hurriedly called to the ship and, by working most of the night, the ship was cleaned up and able to go to sea. There was no damage which could affect the sea-going efficiency of Kromantse.

Dockyard and Portsmouth firemen were called to the corvette about 10 o'clock on the night of July 20-21, managing to quell the fire, which had been caused, it was thought, after welding work.

The G.N.S. Kromantse, first of two new corvettes being designed and built by Vosper, Ltd. in conjunction with Messrs. Vickers Armstrongs, was launched and named on September 5 last year by Mrs. Kofi Baake, wife of the Ghana Minister of Defence, and Vosper were, until this most unfortunate fire, two months ahead of the scheduled date for completion. Commissioning date was to have been July 29 and, after a work-up in United Kingdom waters, she was due to sail for Ghana in September. It is not known for sure whether these dates will now be adhered to.

The second ship now being built is the G.N.S. Keta, under construction at the Walker yard of Messrs. Vickers Armstrongs.

Kromantse is 177 ft. in length (o.a.), 28½ ft. in beam and has a displacement of 440 tons. Powered by two Bristol Siddeley Mayback diesel engines her maximum speed is 20 knots and with a 60-ton fuel capacity her range at maximum continuous speed (18 knots) is about 1,100 miles. At 14 knots the ship has a range of 2,900 nautical miles.

Armament consists of one hand-operated 4-inch gun mounted forward, a 4 m.m. Bofors on a single hand-operated mounting on the upper deck, aft, and a three-barrelled "Squid" anti-submarine mortar mounted aft on the main deck.

The entire accommodation area of the ship is fully air-conditioned and the corvette is equipped with Vosper roll damping fins to improve weapon accuracy and to provide for greater efficiency and comfort of the crew.

The complement is five officers and 49 ratings. The first commanding officer is to be Lieut.-Cdr. W. A. T. Aves, R.N., and he will have under him two other Royal Navy officers and three senior Royal Navy ratings, Coxswain, Engine Room Artificer and Electrical Artificer. The remaining officers and ratings will be Ghanaians, all of whom have been under training in the United Kingdom.

The two corvettes, the first major war vessels for the Ghana Navy, will join one Coastal Minesweeper of the "Ton" class, two Inshore Minesweepers of the "Ham" class and two Seaward Defence Boats which now comprise the Ghana Navy.

Kromantse is named after the first fort built on the Gold Coast by the English in 1631. The fort, now known as Fort Amsterdam, is preserved as an ancient monument.

The Commissioning Service will be

conducted by the Bishop of Portsmouth assisted by the Church of Scotland and Free Churches Chaplain of the Royal Naval Barracks, Portsmouth, and will be attended by the High Commissioner for Ghana in the United Kingdom and the Commander-in-Chief, Portsmouth. When handed over by the builders the Commodore Ghana Navy will accept the ship.

The new corvette is the first of an entirely new class designed by Vosper, in collaboration with Vickers Armstrongs, especially to meet the needs of the developing navies. The essence of the design is that, with a small ship, everything has been provided to create an efficient modern naval unit. Modern air and surface radar equipment is fitted and there is a well-equipped operations room. This contains a tactical radar display unit, a navigational radar display unit, a combined tactical and anti-submarine plotting table, and an air operations plot, together with a deflection computer, range deflection and bearing transmitting units, and remote control of all communications—a most efficient and comprehensive lay-out.

Although designed particularly for the developing navies of the world, it is also suitable for any larger navy, since it can carry out many of the duties of the much more costly frigate, and, at the same time, provide valuable experience for junior officers in the responsibilities of command.

The cost of Kromantse is slightly less than £1 million, and it was announced to those present at the demonstration that Vosper had secured a further order from another country.

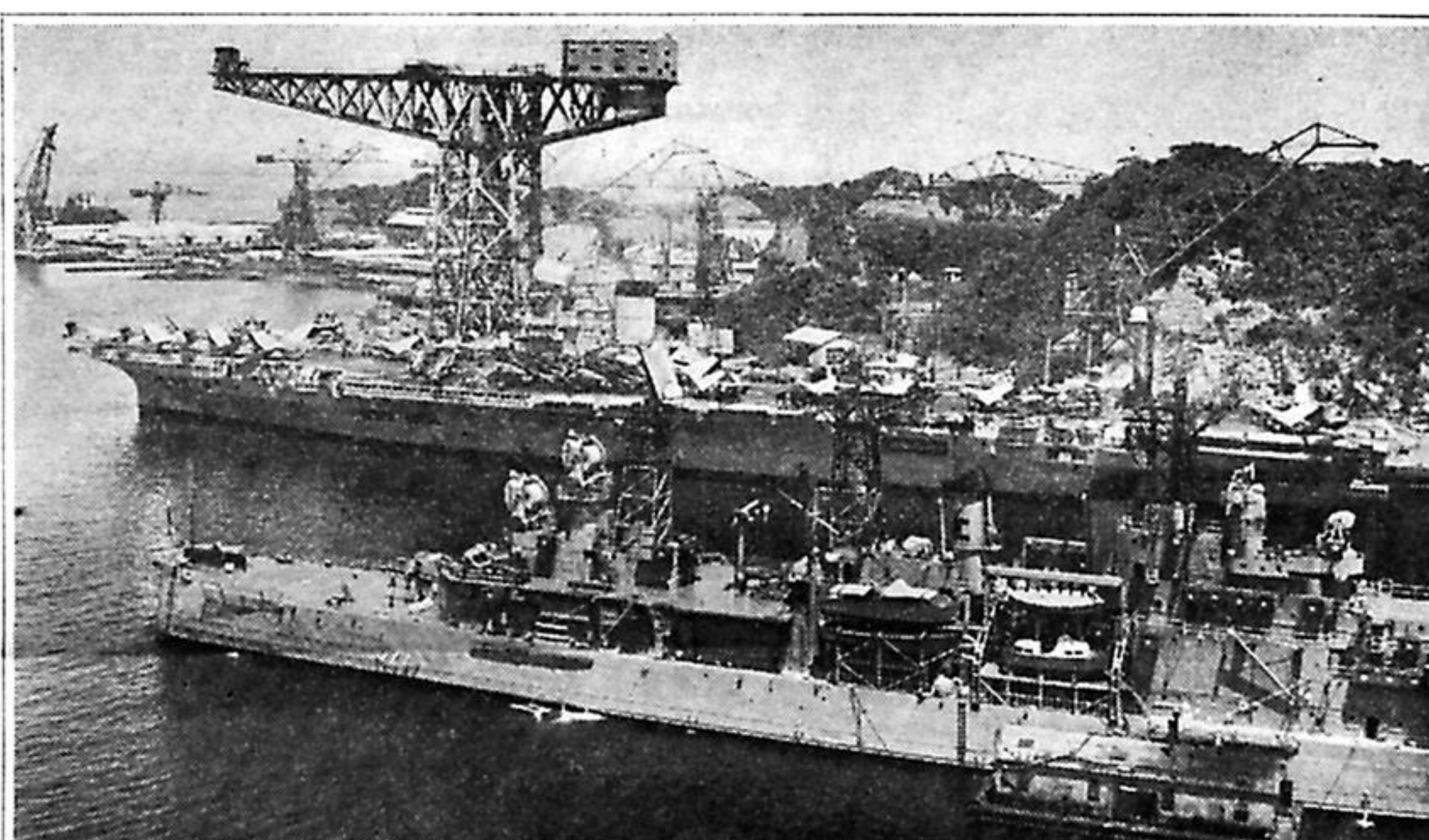
The accommodation, for both officers and men, is first class and the fittings are almost up to "yacht style." The Commanding Officer has his own suite with separate day and sleeping cabins. Two officers have single cabins and the remaining two officers share a double cabin. In addition, there are two spare berths in the commodious wardroom. Separate enclosed messes are provided for the Chief Petty Officers and the eight Petty Officers. There are three mess decks for junior ratings, the largest of which caters for 14 men. All ratings have comfortable berths and a modern galley is fitted with a generous cold store area. Meals are on the cafeteria system, food for all on board being prepared in the one excellently equipped galley.

The ship handles well and her general appearance is a far cry from the war-time corvettes. The streamlined funnel carries the black star of Ghana.

Lieut.-Cdr. Aves expressed himself as very proud of his new ship and so, indeed, will be the Ghanaians themselves.

H.M.S. Orpheus and Truncheon Cardiff from August 28 to 31.

H.M.S. Finwhale will visit London from September 11 to 14.



VICTORIOUS 'GETS A MOVE ON'

WHEN H.M.S. Victorious (Capt. P. M. Compston, R.N.), flying the flag of the Flag Officer Second in Command, Far East Fleet (Vice-Admiral J. P. Scatchard, C.B., D.S.C. and two bars) recently entered Hong Kong, her seamen were determined to carry out the evolution of securing their ship to No. 1 Buoy faster than their previous best time.

That time, in itself a very good time for a capital ship, had been 21 minutes, and many officers had commented upon the speed of the evolution.

On this latest occasion, from the time that the pinnacle was slipped to the time when the Fxle. Officer reported that the second bridle was shackled on, only 3½ minutes had elapsed.

This was, indeed, an outstanding demonstration of how the Royal Navy can "slap it about." The ship had been to sea for a "Shop-window," and the excellent time rounded off what had already been an excellent day.

Survey ships commission

AFTER conversion for duties as surveying ships, H.M.S. Mermaid (Lieut. Cdr. R. C. Read, R.N.), commissioned at Devonport on July 17 and H.M.S. Myrmidon (Lieut. Cdr. J. B. Dixon, R.N.), at Chatham on July 20.

These two ships were formerly the coastal minesweepers Sullington and Edderton, displacing 420 tons each (full load), with an overall length of 153 feet and a speed of 15 knots. Each has a complement of three officers and 24 ratings.

As a result of their conversion for their new roles, the ships have been considerably altered in appearance with a completely rebuilt and redesigned superstructure.

H.M.S. Victorious, flying the flag of the Flag Officer Second in Command Far East Fleet lying alongside at Yokosuka during the Far East Fleet's visit to Japan. U.S.S. Providence, flagship of the U.S. Seventh Fleet, is in the foreground

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Shipmates of the Ramsgate Branch proudly display their new Standard made by girls of Ellington School, Ramsgate (Photo—East Kent Times)

Twenty branches attend Ramsgate Dedication

ALTHOUGH the membership of the Ramsgate Branch of the Royal Naval Association is only about 30, well over 200 shipmates, representing more than 200 branches of No. 2 Area, attended the laying up of the branch's old Standard and the dedication of its new one on June 7.

The many Standards, which included the No. 2 Area Standard, and the Standards of the Submarine Old Comrades' Association and the Association of Wrens, made a colourful sight as they lined the entrance to St. George's Church, where the chaplain of the branch, the Rev. F. C. White, conducted the service and spoke movingly on "Standards."

'Support the 1965 Reunion' says Horley

THE members of the Horley Branch of the Royal Naval Association were disappointed to read in the July issue of "Navy News" of the cancellation of the annual reunion, but in view of the remarks expressed by the secretary to the Council, agree that it would have been senseless to continue with the project once it was established that a drain on the Association's funds was inevitable.

Horley hopes that there will be much more support in 1965 when it will be possible to get back to the Festival Hall. Our reporter states: "Let us hope that our shipmates will not forget the old tradition for which the Royal Navy has always been famous—if once beaten by the odds, they always came back for more and won in the end."

Following the service, the shipmates marched through the town with their Standards, the salute being taken in the High Street by Capt. M. J. Head, R.N., of H.M.S. Pembroke, who was accompanied by the Mayor and Mayoress (Alderman and Mrs. F. R. Smith).

TWO BANDS

The parade was led by the band of the Royal Marine Volunteer Cadet Corps, assisted by the Ramsgate Sea Cadet Corps band, both giving an impressive performance.

Ramsgate's new Standard, of which the members are undeniably proud, was made by girls of Ellington School, Ramsgate.

We will remember them

Shipmate E. A. Babbs, Purley Branch.

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Visitors to Brighton—Sailing Instructions

MANY visitors to Brighton have stressed the difficulty of finding the headquarters of the Brighton and Hove Branch of the Royal Naval Association. There should, however, be no difficulty when one realises that the portion of the front between the two piers is Kings Road, and the Arches, as is usual with such things, lie underneath the road. (The postal address is 191-3 Kings Road Arches, Brighton.)

Sailing instructions, one must admit, are rather reminiscent of the story of the sub-lieutenant who, having worked out the midday "fix" and shown it to the navigator, was told: "My boy, I'm proud of you, but take your cap off, we're under the dome of St. Paul's Cathedral."

Approaching from the land, or north side, the visitor should make for the Old Ship Hotel, which is on the Front, or Kings Road, facing the sea. Having got that far, put the main door of the hotel astern and take a southerly

course as far as possible. This entails crossing Kings Road and all the while the visitor will be walking over the association headquarters.

If this is managed all in one piece, the railing that stops one falling on to the beach is reached, and the flagstaff, flying the Royal Naval Association House Flag cannot fail to be seen. This is right opposite the entrance, which lies half-way down the slope, the beginning of which is slightly to port.

By this time, of course, the visitor is ready for the gentle attentions of the cheerful steward, "Tim" Reilly, so stop admiring the view and get inside for a "reviver."

The Brighton headquarters have recently had a wonderful face-lift, and the shiplike and cheerful interior is a sure attraction. The shipmates of Brighton and Hove are always happy to see serving and ex-serving Royal Navy personnel and do hope that they will visit them in ever-increasing numbers.

Of course, if visitors go by sea the headquarters are even easier to find. Drop anchor between the two piers, just about midway. The flagstaff and the tastefully painted entrance cannot be missed. Whichever way visitors go they will be very welcome.

THUNDERER COMPLETED AT DAGENHAM

ALTHOUGH shipmates of the Adenham Branch of the Royal Naval Association support the West Ham Branch in the fact that the Thunderer was laid down in West Ham, they claim that the completing of the ship was carried out at Dagenham and that a jetty in Samuel Willam's Dock still bears that name.

One Dagenham Shipmate, "Pat" Halisey, served in H.M.S. Thunderer from 1915 to 1919, being at Jutland and the Dogger Bank. To quote the Dagenham reporter: "Pat is a good old stalwart, too, always ready to help others in spite of his age."

Another good Shipmate of the Dagenham Branch is Shipmate "Jack" Pennells, now 82, who never misses a meeting or a social.

Shipmate Pennells has in his possession a photograph of himself dressed up—one half as a sailor, the other as a bride—taken during a world cruise. He says: "We had such a good time in New Zealand and Australia, where every civilian ashore was so very good to us that I never wanted to leave there, or for that cruise to end: it is such a pleasant memory to me in my old age." The dressing-up was for a grand ball which was held on board his ship.

PLYMOUTH STILL 'ON THE MAP'

NEWS of the activities of the Plymouth Branch of the Royal Naval Association has been conspicuous by its absence for so long that readers in other parts of the country can be forgiven for thinking that perhaps Plymouth had disappeared.

This is not the case. Plymouth is very much "on the map" and extends a cordial invitation to all shipmates and all serving personnel visiting "Guzz" to avail themselves of the facilities afforded at the branch's club.

The branch has now settled down, in its new premises at No. 1 House, South Raglan Barracks, Devonport, opposite Mount Wise. The committee gave a lot of thought to the adaptation of the building, and a very high standard was set to ensure that the final result would be worthy of the Service and the Royal Naval Association. A sum of over £1,600 was expended, plus many man hours of voluntary work put in by shipmates and friends of the Association, and all this work helped, in no small way, to cut down the cost.

SATURDAY SOCIALS

The club is open every day of the week except Monday and, among other things, has a large main hall complete with a permanent and well-equipped stage, a very comfortable lounge and bar, cloakroom, committee room, billiards and a ladies' room. On Saturday evenings there are socials which are proving very popular, there being a considerable amount of talent among the shipmates and the ladies' section.

Over the past few months, since the official opening of the new premises by Admiral Sir Nigel Henderson, the Commander-in-Chief, Plymouth, who was accompanied by Lady Henderson, there have been many social occasions, including visits by shipmates from Bristol and Newton Abbot Branches. Bristol will be at the club again at the August week-end and members of the Eastbourne Branch are expected early in October.

The Plymouth field-gun crew were recently entertained in the club, and subsequently the Plymouth shipmates were invited to view a test run at H.M.S. Drake. Naturally, the Ply-

mouth members are behind "their" gun crew in its endeavours to bring back the trophies to Plymouth. The crews entertained the shipmates in the messes after the test run—everyone having a really good time.

SUCCESSFUL ANNUAL DINNER

The annual dinner was well attended and Shipmate Taylor and his hard-working committee must have felt well rewarded by the expressions of appreciation they received.

Shipmate L. Gray has been elected branch chairman. With his many talents, and his enthusiasm and capacity for hard work, it is expected that the social side of the branch will be greatly expanded.

'Thanks, London'

AN invitation for 12 members of the Bridport Branch of the Royal Naval Association to be the guests of the Chief Mechanicians' Mess of H.M.S. London when the ship was at Portland, was eagerly accepted.

The "Twelve Apostles" returned to their branch with glowing descriptions of how the modern Navy works, eats and sleeps.

The hospitality accorded by the members of the Mess and the conducted tour of the ship were greatly appreciated by the visitors and, through "Navy News," they would like to thank the president of the Mess and his colleagues for a very pleasant afternoon.

Bridport says farewell to chairman

SHIPMATES of the Bridport Branch of the Royal Naval Association, with visitors from Portland, Weymouth and Sherborne Branches, recently attended a supper and social evening to say farewell to Shipmate "Jim" Richards, and Mrs. Richards, before they left with their family for Australia.

Shipmate Richards joined the Bridport Branch in 1947, and in 1949 was elected treasurer, a duty he performed for 12 years. In 1963 he was elected branch vice-chairman and in 1964 became branch chairman.

The branch secretary, Shipmate W. R. N. Cast, paid tribute to the way "Jim" Richards had carried out his duties, and to Mrs. Richards, a member and ex-W.R.N.S., for the assistance she had given at social functions. He asked the branch vice-president, Shipmate Capt. R. M. T. Taylor, C.B.E., R.N., to make a presentation to Shipmates "Jim" and Jean Richards on behalf of the branch.

Capt. Taylor expressed the warm thanks of all members and wished them good health, good fortune and every happiness in their new venture.

Shipmate Richards, who was somewhat overwhelmed by the reception, thanked the shipmates and friends for the kind things said about him and Mrs. Richards. He had enjoyed being in the branch and hoped that he would find the same spirit of comradeship existing in Australia.

The 140 members present enjoyed the dancing which followed the supper, the M.C. being Shipmate "Jim" Richards—his last duty to the branch.

(Continued from column 4)

Capt. I. A. Macintyre replied, conveying the good wishes of the National President, Admiral Sir Frederick Parham.

There was a good deal of discussion over the cancellation of the annual reunion (as reported in last month's issue), Shipmate Briggs reading a letter he had received from Admiral Parham. Many points were raised, such as the cost and the type of show which would be acceptable to all, and one delegate raised the possibility of holding the reunion at a Naval port.

The Area Treasurer and the National Council member gave their reports, which were adopted, and the remainder of the meeting was devoted to discussing the motions for the Annual Conference of the Association.

Could Reunion be at a Naval Port?

THE youngest branch of No. 3 Area of the Royal Naval Association was the host for the recent quarterly meeting of the Area and the members of the branch must be thanked for organising the meeting.

Shipmate W. Briggs, the Area Chairman, opened the meeting in the presence of a good number of delegates. The Bournemouth President, Cdr. C. Woollard, gave the welcoming address to which the Area President,

(Continued in column 5)



Mr. G. W. Baker (84) of Tasmania, at Fort Blockhouse, which he first visited nearly 60 years ago. (Photo: "The News," Portsmouth)

An early submariner re-visits Dolphin after sixty years

RUNNING—yes, running, even at 84—up the steps to the pier at Dolphin on July 14, came Mr. George William Baker, who first knew H.M.S. Dolphin about 1908, when the fort, he thinks, was taken over by the Navy from the Royal Engineers.

A visitor to England from Hobart, Tasmania, where he has lived in retirement—apart from hard work in his garden—for the past 12 years, Mr. Baker, born in 1880 at Wandsworth, joined the Royal Navy in 1897, undergoing his initial training in H.M.S. Impregnable at Plymouth.

HOLDER OF PEKIN MEDAL

He was serving on the China Station at the turn of the century, and took part in the relief of Peking (for which service he holds the Pekin Medal), and saw action during the Boxer Rising. At that time he was serving in the twin-screw battleship H.M.S. Centurion (10,500 tons), the flagship of Vice-Admiral Sir Edward H. Seymour, the captain being Capt. J. R. Jellicoe, later Admiral of the Fleet Sir John

Jellicoe who commanded the British Fleet at Jutland.

In 1904 he joined the submarine service, serving in one of the first "Holland" boats, subsequently serving in the A4 with the then Sub-Lieut. Dunbar-Nasmith, and with the same officer, then a lieutenant-commander in C7, Admiral Dunbar-Nasmith, V.C., who now lives in Morayshire, hopes that he and his former coxswain can meet while Mr. Baker is on holiday in England.

THE FINEST BOATS

Like all submariners today, who always say that their present boat is the finest in the Service, Mr. Baker referred to his boats as the best, but he was somewhat taken aback by the

(Continued in column 3)

OUR REGIMENT OF THE SEA

Make way for our great Regiment, forever on the go,
Trooping out from Pompey, Plymouth or Scapa Flow,
Whose officers and rank and file, from the great to the very small,
Keep their parade grounds and alley-ways free, to ensure safe passage for all.
Protector of our Empire and Guardian of the Deep,
In your work and in your play time and also when you sleep,
A friend for all who wish to travel upon the Ocean Way,
But a terror to all pirates and they who lurk for prey.
For out on the mighty ocean, in days that are far past,
We chased and fought our foemen, from the first unto the last,
And before ever an airman was dreamt of, or ever a soldier came,
We'd battled the seas half over to add glory to Britain's name.
Once those days were over, ships of all kinds learned to go
Over all seas in safety in sunshine, storm or snow,
And everyone that passed us would hail us all with glee,
And dip their flag in proud salute to our Regiment of the Sea.
But times are ever changing and sail gave way to steam;
To-day we need radar and our Air Arm for our protective screen,
To seek out hidden dangers that lurk both near and far,
On, over, or under the water, in peace time and in war.
For our duties ever call us to parade in sun or fog,
(Whatever we are doing, you'll find it in our log),
Fighting shipwreck, storm or tempest, chasing our foes all day,
Running regattas, errands of mercy, or lying at ease in a bay.
Twice in this our lifetime our testing time has come,
It meant a mighty struggle to make our foes all run,
For all our precious cargoes whether of men, food or arms
They need our full protection in safety or alarm.
We must always go full out, never think our work is done,
Or even go slow or ease up, till victory it was won
Till creek and mighty ocean, in fair wind or in gale
Should again be open highway for steamship, air or sail.
Now with this nuclear age among us may we ever see
A nation proud, thankful of her sons of liberty,
Who will ever leave cottage or mansion, dole, office, or workshop to dare
To uphold the freedom we live by and to say it IS their affair.
Then ever as we go marching may our Vanguards ever go
Out to all other peoples and keep our Flag on show,
So that from land, air or ocean highway all may think the God of the Sea
For still our first and finest Regiment, Her Majesty's Royal Navy.

Stephen Hill, Welwyn.

Carpe Diem

A happy band of 'Geordies'

SHIPMATES of the Newcastle and Gateshead Branch of the Royal Naval Association, 75 of them including wives and children, spent a delightful Sunday recently at the Flamingo Park Zoo and Shipmate Grigsby, the Social Secretary who organised the affair, states that another trip will be held in September.

There appears to be a band of happy, active officials at Newcastle, all united in one object, the Building Fund. Shipmate Denton, the Treasurer, the Vice-Chairman, Shipmate Robinson, the Chairman, Shipmate Finch and the Secretary, Shipmate Thirlwell, are all concerned in this objective and, thanks to the co-operation of the Shipmates of the branch, the fund is gradually growing.

Shipmate "Tim" Reilly, of Dagenham Branch, recently visited Newcastle and he and the Chairman of the branch, who had many a "run" in Alexandria, continued their travels in Newcastle.

The President of the branch, Shipmate Capt. G. Maund, D.S.O., R.N., has recently been on leave in North Wales, ostensibly trout fishing, but our reporter thinks that the Welsh Wrens were more interesting than the trout!

VISITING SHIPS

In common with several other sea-
(Continued in column 4)

HIGH SEAS FLEET AT SCAPA

SIR—In your June issue I read an article by ex-C.P.O. L. E. Symonds about the surrender of the German High Sea Fleet in 1918.

He is slightly off the line in one paragraph of his most interesting article. The first ship to meet the German Fleet, and also the ship which led them to their anchorage, was, I am sure, H.M.S. Cardiff, flagship of the Cruiser Squadron.

They were anchored in the Firth of Forth, eastward of the bridge, eventually leaving the Forth for Scapa Flow where Admiral Beatty ordered the German flag to be hauled down, not to be rehoisted, where the German ships were scuttled.

I was serving on board H.M.S. Valorous, half leaders of the 11th Destroyer Flotilla (Cdr. R. G. Hammond, D.S.O.) at the time. Our Captain (D) was Capt. A. B. Cunningham, who was to become Admiral Cunningham in the Second World War, known even then as one of the ablest tacticians in destroyer warfare.

At the time of the surrender Valorous was leading the screen for the cruiser squadron led by Cardiff. —Yours, etc.—J. ORMEROD, Exeter. (By Ed.—Henry Newbold's "Naval Operations" confirms that H.M.S. Cardiff led the German ships to the Forth.)

(Continued from column 2)

appearance of H.M.S. Rorqual's conning tower, saying that the conning tower of the "Hollands" were about 18 inches above the deck casing. He mentioned that the crew of a Holland was seven, plus one officer, and in C7 12 to 14 men and two officers.

After service in submarines, four years was then the maximum. Mr. Baker became a "ship's corporal" and served in the Regulating Branch until he was invalided in March, 1918. He was in the A.M.C. Orama when she was torpedoed and sunk by a German U-boat and after some five or six months' paralysis was invalided.

He volunteered for service in the Second World War, but was considered too old. However, he did his bit by acting as an air-raid warden, having charge of a Civil Defence post.

VISIT TO ESCAPE TOWER

In H.M.S. Dolphin Mr. Baker met Capt. S/M I. Capt. J. S. Stevens, R.N., and other officers, and was conducted on a tour of the establishment, seeing, among many points of interest, the 100-foot escape tower and the museum.

In the escape tower, which has a tank 100 feet in depth and in which submariners are instructed in escape drill, Mr. Baker spoke of the original tank in which he was given instruction 60 years ago.

He was entertained to lunch by the chief petty officers and was pleased with their present delightful mess.

In the evening the Portsmouth Branch of the Submarine Old Comrades' Association entertained Mr. Baker at the Royal Naval Engineers' Club, Southsea.

Forty-two Standards at Hanworth Dedication

ON Sunday, July 12, the Hanworth branch of the Royal Naval Association laid up its old Standard in All Saints Church, Hanworth, and a new one was dedicated by the Branch Chaplain, the Reverend L. F. Chadd.

The occasion was a most colourful one, with Standards from 42 other branches of the Association. There was a distinguished congregation including Admiral Sir Peter Gretton, K.C.B., D.S.O., Admiral Sir Arthur Dowding, K.B.E., C.B., Commodore Sir Roy Gill, K.B.E., R.D., R.N.R., and many shipmates from branches in Areas Nos. 2, 3, and 6, as well as from No. 1 Area itself.

The committee wish to thank all those branches for their support on this most important occasions in Hanworth's life.

The village hall had to be taken over to accommodate the guests for tea, 600 teas being served. A social evening was arranged in the branch headquarters and as the weather was so warm it was possible to allow the overflow on to the lawn which was floodlit for the occasion.

The next project of the Hanworth Branch is the extension of the headquarters. The present club was completed nearly two years ago, and is not large enough to entertain as the branch would like. There is quite a lot of room in the grounds to expand, and plans have been submitted to enlarge it by another 1,200 square feet. All

(Continued from column 3)

side branches, Newcastle is concerned that often naval ships arrive at the place and the first the branch knows is a small paragraph in the local paper. "Why cannot the Admiralty publicity boys," asks our reporter, "inform the Royal Naval Associations of impending visits? The branches would be delighted to extend their hospitality to the visitors."

Newcastle has a point and Press Liaison Officers in ships could often help in this matter. "Navy News" would be pleased to let ships know of the addresses of Royal Naval Association branch secretaries if this information is asked for.

being well, the extensions will be ready by the end of the year.

PRESIDENT OF S.O.C. ASSOCIATION DIES

OLD submariners the world over will read, with regret, of the passing of Harold Rose, president of the Submarine Old Comrades' Association.

Joining the Royal Navy as engine-room artificer at the outbreak of the First World War in 1914, he soon entered submarines and served in the "boats" until his discharge in 1949.

Shortly afterwards he entered business in London. On his retirement he went to Woking to live, and it was there he died and was cremated on July 3. The funeral was attended by members of the National and London Branch, including Vice-Admiral Sir S. Raw, K.B.E., C.B., and Mr. P. W. Elliott, chairman of the Association.

The late president was a founder-member of the London Branch of the Association and for over 30 years served as chairman. Through his energies and devotion to submariners, the National Association was formed, and for many years he served as chairman, being elected president in February of this year.

The Association will always be a living memorial to him and his sincere love of submarines and the Submarine Service. Men of his type are hard to find, and his passing leaves a gap which will be hard to fill. The sympathy of all submariners will be with his family in its great loss.

The band from the U.S.S. Little Rock played during the dinner at the Royal Naval Barracks, Portsmouth, on July 9 to celebrate the 100th anniversary of the White Ensign.

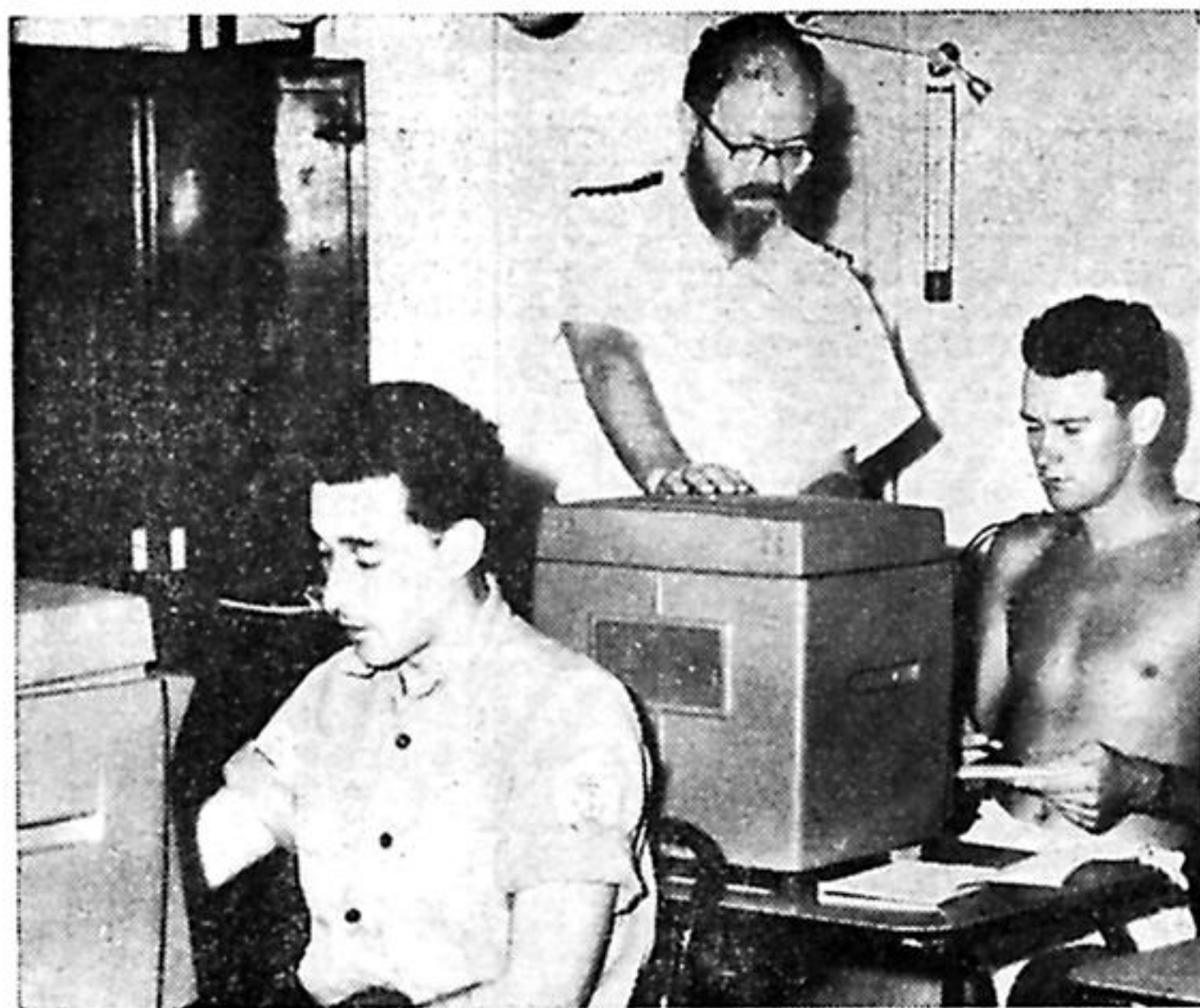
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Inst. Cdr. J. Merritt, R.N., discusses the teaching machine with R.E.M. MacLeod (of 892 N.A. Squadron), while in front, Ldg. Air. Barton works through a mathematics programme

TEACHING BY MACHINES

THE Royal Navy has not been slow to recognise the possibilities of teaching machines, and expensive experiments have been carried out in shore establishments.

It has been recognised from the start that the particular advantages of teaching machines would prove useful in ships, and trials are now being carried out in H.M.S. Centaur (Capt. O. H. M. St. John Steiner, R.N.). Many technical ratings are given a four-year apprenticeship training, during which they may obtain an Ordinary National Certificate; all are encouraged to

continue their studies and have facilities to work for G.C.E. "O" level subjects.

H.M.S. Centaur carries four Instructor Officers who are responsible for the meteorological organisation of this busy ship and give instruction to officers and ratings in academic subjects. The ship is equipped with a well-fitted schoolroom which, besides being used for instruction, is a popular meeting place for the societies which flourish in a sea-going ship.

H.M.S. ESKIMO

(Continued from page 10, column 5)

another spell—not for some time at any rate. Of all the places where British warships are required to serve, excluding the Antarctic, the Persian Gulf is probably shorter on recreational facilities than any other, and yet we were not noticeably bored. It is said that the only worth-while enjoyment is that which one makes oneself, and we became adept at entertaining ourselves and our fellows. The sports officer and "Clubs" coaxed, cajoled, bullied and drove every able-bodied man ashore whenever they could get a ground allocation, and sometimes when they couldn't. Sports, games, pastimes, athletics and aquatics were all carried on at a level

and to a standard that would have done credit to a carrier with 10 times our numbers.

The more gentle forms of recreation and relaxation were not neglected, and a magnificent service was provided by the cinema operators and their friendly competitors, the S.R.E. team.

For the rest of the time we fished, swam, sun-bathed, read, played uckers, wrote letters, told appalling lies about our last ships, wished it was pay day, waited for July 24 and generally acted like any other ship's company overseas—only much better, naturally.

ONE MORE THING

There was one other thing. We saved up and bought a guide dog for a blind person. The dog's name is Nell, Eskimo Nell.

WELCOME TO JAPAN



When H.M.S. Hampshire (Capt. R. White, C.B.E., R.N.), one of the "County" class guided-missile destroyers visited Japan recently, the ship was given a tremendous reception. There was a charming welcome for Vice-Admiral Sir D. P. Dreyer, C.B., C.B.E., D.S.C., (Flag Officer Commanding-in-Chief, Far East Fleet), as the picture above shows, when the ship arrived at Kure. There were many visitors to the ship, including parties of school children, some of whom are pictured on the right, being shown over the ship by a friendly member of the ship's company



HOLBROOK BOYS WIN THEIR FIRST GOLD AWARDS

Successful year of sporting activities

THE Royal Hospital School, Holbrook, has had a very successful year of achievement in the Duke of Edinburgh Award Scheme, and also in the various sporting activities which take place at the school. The increased number of older boys over the past two-three years has enabled continuity to be allied to the effective coaching methods in all these activities to achieve these outstanding successes.

The photograph (above) shows D. F. Clark, A. N. Trimbo and M. D. Waterson just before they left to attend the presentation at Buckingham Palace on July 15 to receive their gold awards from the Duke of Edinburgh. Photographed with them are the headmaster (Mr. N. A. York, M.A.) and Cdr. J. R. Lamb, R.N. It is the first time any boys at the school have obtained such awards, and their success has given the remaining boys who have entered for the scheme, added incentive—14 silver awards and 10 bronze medals having been won this last summer term, and five boys have elected to go on for their gold awards.

GOOD SHOOTING

The school shooting teams were placed second in the National Country

Life "B" competition, which they won last year, but the second team were awarded the second best award in the competition. They then went on to win the East Anglian District Ozone Shield. It is hoped that perhaps next year it may be possible to send a team to compete at Bisley.

During the winter terms the rugby and association football first teams were most successful, the rugby XV only being defeated twice; their most noteworthy performance was defeating their near neighbours, Woolverstone, for the first time. The soccer first XI lost only one game and in the return match defeated that side by a handsome margin of six goals to one.

The cross-country and boxing teams have also had excellent results, both the under-17 and under-16 teams won

the Suffolk championships in their age groups and the under-16 team went on to win for the first time the Eastern Counties Championships. At boxing, two boys—D. Andrews and C. Thomas—won National Championships.

RECORDS BROKEN

In the inter-house swimming sports, 15 school records were broken and during the season the swimming teams defeated the Duke of York's Royal Military School, H.M.S. Ganges, swimming clubs from Ipswich and Clacton, Norwich School and Colchester Royal Grammar School. I. S. Green won the Suffolk boys 100 yards free style event and J. K. Wilson broke the Stewart Cup record.

At athletics the school has had outstanding successes, and in the Suffolk Schools Athletic Championships more R.H.S. boys were placed than ever before. It is a noteworthy achievement that in the selecting of the county representative sides, the school has more boys selected and, in some instances, over half the sides in competitions for the all-England inter-county meetings.

The school is looking forward to even greater achievements in the coming seasons.

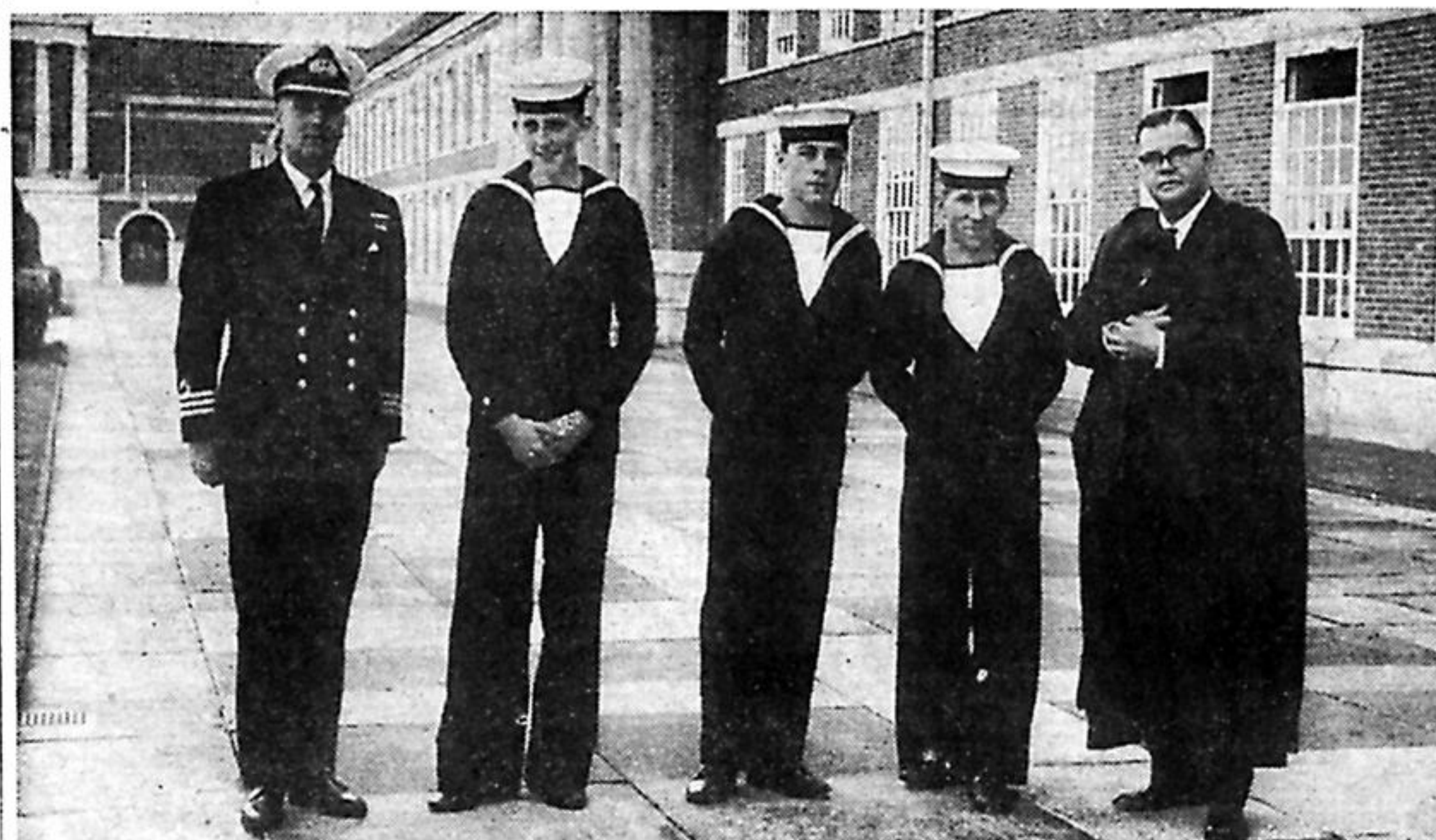
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D. F. Clark, A. N. Trimbo and M. D. Waterson, of the Royal Hospital School, Holbrook, prior to leaving the school to receive their gold awards from the Duke of Edinburgh. With the boys are Cdr. J. R. Lamb, R.N., and the headmaster, Mr. N. A. York, M.A. (Photo: Tudor Photos Ltd., Ipswich)



No glamour— but much work

When the Duke of Edinburgh recently visited Iceland he took the opportunity of seeing the fishing fleets at work. These pictures show, above, H.M.S. Malcolm among the trawlers at Reykjavik. In the foreground a small Seine Net Trawler prepares to set off for the open sea. On the right Malcolm is seen alongside the fuelling depot in Sonnmunde Fiord, in the Faroes. There is not much glamour attached to the work of the ships of the Fishery Protection Squadron. No runs ashore to go to the Casino, or to laze away a make and mend among dusky maidens in a South Seas paradise, but there's always plenty of work and much sea time. Whenever a trawler gets into difficulties, be it engine failure, radar breakdown, or the need for stores or material, help from the Squadron is not far away. Trawlers are not equipped for transfers at sea by the normal naval jackstay method and contact is made in small inflated rubber power-driven craft called Geminis. In the foreground of the picture on the right is Ldg. Sea. Buckley (of Hull) taking out a Gemini from H.M.S. Malcolm.



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Further information and application forms can be obtained from

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Serving naval personnel should make application through their
Commanding Officer

NINE NATIONS OF EX-SUBMARINERS MEET AT MUNICH

THE ninth meeting of the British Section of the International Submarine Association met at Gosport on June 13 and it turned out to be the most successful and progressive meeting held since the British Section was formed.

The guest of honour on that evening was Mr. Sidney Glazebrook, age 74, a survivor from H.M.S./M K13. He went to the meeting with an open mind to see how the British Section functioned and from the report that he gave after the meeting he was quite impressed.

The chairman of the British Section, Mr. Donald Ritchie, and the secretary, Mr. Max I. Winterburn, 1 Suffolk Street, Cheltenham, travelled 3,400 miles recently visiting branches of the International Submarine Association in France, Switzerland, Italy, Germany, Austria, Bavaria, Holland and Belgium and met with friendship everywhere. In Italy the visitors met 32 ex-submariners, a ball being arranged for them.

'WILL NEVER FORGET IT'

At Munich the travellers attended the meeting of nine nations of submariners. Mr. Winterburn states that those attending this gala "will never forget it." "Who said that the International Submarine Association could not work? It was wonderful." Seven British ex-submariners took part.

Among the social activities of the British Section is the collection of books for H.M. submarines and, to date, 2,400 books have been sent to the boats. Another activity is the exchange of children and families for holidays. Last year four German and two French children came to England. This year there are to be four French children and there are hopes that three American children will spend a holiday in the United Kingdom.

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A break-through by Navy cyclists

ALTHOUGH the Royal Air Force won the overall Inter-Services Track Cycling Championships at Alexandria Park, Portsmouth, on June 27, the Royal Navy was runner-up for the first time except 1892, when the Navy beat the Army on the very fast cycle track at H.M.S. Excellent. The hero then was C.P.O. Duguld, of H.M.S. Vernon Cycling Club; this year's Navy hero was A.B. R. Jackson, of H.M.S. Ark Royal.

Having clinched the R.N. Sprint title the previous evening on his first attempt at track racing, Jackson went on to beat the Army champion, who was flown from Germany to compete, and then beat the R.A.F. champion and Olympic rider, S.A.C. Rimple. Jackson's effort is all the more creditable when it is realised the difficulties he must experience in training while serving in Ark Royal.

The overall Royal Navy Track Champion was P.O.M.E. P. Rutter of H.M.S. Sultan.

PORTSMOUTH SUCCESSES AT BISLEY

THE Portsmouth Command Small Arms team returned from Bisley feeling quite pleased with itself. In the Royal Naval Rifle Association Meeting five team trophies were won—the Bisley Cup, the Naval Air Trophy, the Chatham Cup, the L.M.G. Cup and the Pistol Cup.

Individual successes included a R.N.R.A. Silver Medal won by C.E.R.A. H. M. Bootle, of H.M.S. Sultan and the R.N. Tyro Championship won by C.E.A. B. Baguley, of H.M.S. Collingwood.

In the National Rifle Association Meeting members of the team figured largely in the prize lists. Of particular interest are the Home Guard and Volunteer Force Trophies won by Ch. Supt. G. Walsh of H.M.S. Sultan and the Kinnaird Trophy won by Inst. Lieut. J. P. D. Podd, of H.M.S. Ganges.

The following represented the Royal Navy in Inter-Service matches: Capt. G. A. Looker (Min. of Def.), Inst. Lt. Cdr. D. G. M. Branwood (H.M.S. Mercury), Inst. Lieut. J. P. D. Podd (H.M.S. Ganges), Lieut. D. M. Orr (H.M.S. Victory), Ch. Supt. G. Walsh (H.M.S. Sultan), C.E.A. B. Baguley (H.M.S. Collingwood), P.O.S.A. C. Kendall (H.M.S. Dolphin), and Ch. Air. (Phot.) C. J. Clements, O.A. G. Leadbeater, P.O. D. Byron, P.O. M. M. Olieff and A.B. N. J. Desforges, all of H.M.S. Excellent.

INTERNATIONAL CONTESTANTS

Inst. Lieut. Cdr. Branwood (Wales), Inst. Lieut. Podd (England) and P.O. Olieff (Ireland) represented their countries in International matches.

Of the eight naval personnel who reached the final stage of the Queen's Prize, the Queen's Hundred, five were from the Portsmouth Command, viz. Capt. Looker, Inst. Lieut. Cdr. Branwood, Inst. Lieut. Podd, Ch. Supt. Walsh and O.A. Leadbeater.

In the Inter-Services 50-mile time trial, the Navy team lost its Inter-Services crown to the R.A.F., but again beat the Army team. The Navy champion was Cpl. Pearce from J.S.A.W.C., Poole, with a time of 2 hrs. 14 min. 27 sec. This trial was ridden in atrocious weather conditions.

ISLE OF MAN RECRUITS

A small team of Navy riders travelled to the Isle of Man to compete in the Cycling Festival but they gained no honours, although it is believed that they gained a few recruits for the Service with their tales of cycling in foreign parts.

The Navy massed-start 50-mile Championship was ridden on July 12 at Lee-on-Solent—again in bad weather conditions. Vice-Admiral J. Hughes-Hallett sent the riders off, assisted by Capt. T. N. Jaggard, chairman of the N.A.C. Cycling Association. The result was a sprint finish with P.O.M.E. P. Rutter beating L.S.A. O. Bryce by a cycle's length. The team award went to Plymouth Command with Air Command taking second place.

MOST GRUELLING TRIAL

At 1406 on July 18 the first Navy rider, L.R.E.M. D. Black, set off on the most gruelling of all sports—a 24-hour time trial. He was followed a few minutes later by C.P.O. S. Hygate of H.M.S. Dolphin and again by L.S.A. O. Bryce of H.M.S. Eagle, who arrived via jackstay, R.F.A. and picket boat just in time to get away complete with food, drinks, spare tyres, lamps and batteries, and cigarettes.

Also riding for his civilian club was Cpl. J. Pearce from Poole. In the early hours of Sunday Pearce had to withdraw after cycling for over 200 miles. Although Hygate was in distress with a badly swollen knee, club members (who were out all night assisting) managed to attend to his injury and he continued, knowing that both other Navy riders were still riding, although in poor shape. By 1300 on the Sunday, Hygate, with over 400 miles behind him, was cycling with one leg only, but determined to finish.

Bryce broke the Navy record with 19,475 miles: Hygate attained Navy standard with 407,563 miles and Black locked 373,651 miles, after losing almost a stone in weight. Bryce was second overall, Hygate seventh and Black 13th, to gain the second team award. This was the first time the Royal Navy had entered a team in a 4-hour event, the only other Navy rider to have ridden being the previous record holder, C.P.O. Clarke, in 1958.

Sights are now set to win the Inter-Services 100-kilometre massed start race. What the Navy cyclists appear

to lack in numbers they more than make up in dedication and determination.

WRENS WIN INTER-SERVICES ATHLETICS

ALTHOUGH the men of the Royal Navy could not hold their own with those of the Army and the Royal Air Force in the Inter-Services Athletic Championships at Aldershot on July 15, the Women's Royal Naval Service, thanks to magnificent performances by Petty Officer Wren Deidre Watkinson, took first place, with 69 points to the W.R.A.F.'s 66 and the W.R.A.C.'s 61.

Points obtained by the men were: Army, 144; R.A.F., 136; R.N., 93.

Steward H. Meadows won the three mile race, Petty Officer J. Dutton won the hammer and E.R.A. A. Belleh won the 120 yards hurdles, but these were the only individual winners for the Royal Navy.

Petty Officer Wren Watkinson was first in the 100 yards, the 220 yards and the 440 yards and was the last runner in the 4 x 110 yards relay team, which won the event.

No Naval entry for Piccolo Championship

THE first Open Meeting of the Piccolo Class Association was held under the auspices of the Portsmouth Sailing Club on July 4 and 5.

Racing was for a trophy in the form of a silver-plated piccolo—a musical instrument this time—presented by Mr. and Mrs. Bernie Drake.

Racing was held during the two days over a course in the Solent, with a total of three races. Results: 1, J. Pridham (Pickle); equal 2, D. Foster (Whoosh) and J. B. Drake (Anne); 3, A. Ross (Draculus).

It was much regretted by everyone present at the Meeting that although the Championship was held at Portsmouth, there were no Naval entries. There are now nearly 100 Piccolos owned by the Navy, in ships of all classes—carriers, cruisers, destroyers, frigates and minesweepers.

Adamant to the rescue

DURING the recent visit of the Second Submarine Squadron to Gibraltar, the Depot ship, H.M.S. Adamant, provided a volunteer working party for Dar-El-Hanaa, the Cheshire Home for crippled children in Tangier (Morocco).

Volunteers, including shipwrights, painters and electricians, 23 in all, elected to cross the Straits of Gibraltar in a naval recreational M.F.V., skippered by the leader of the party, Lieut. M. J. Jones, R.N., and spent a week-end scrubbing, painting and repairing to get the home back into ship-shape order.

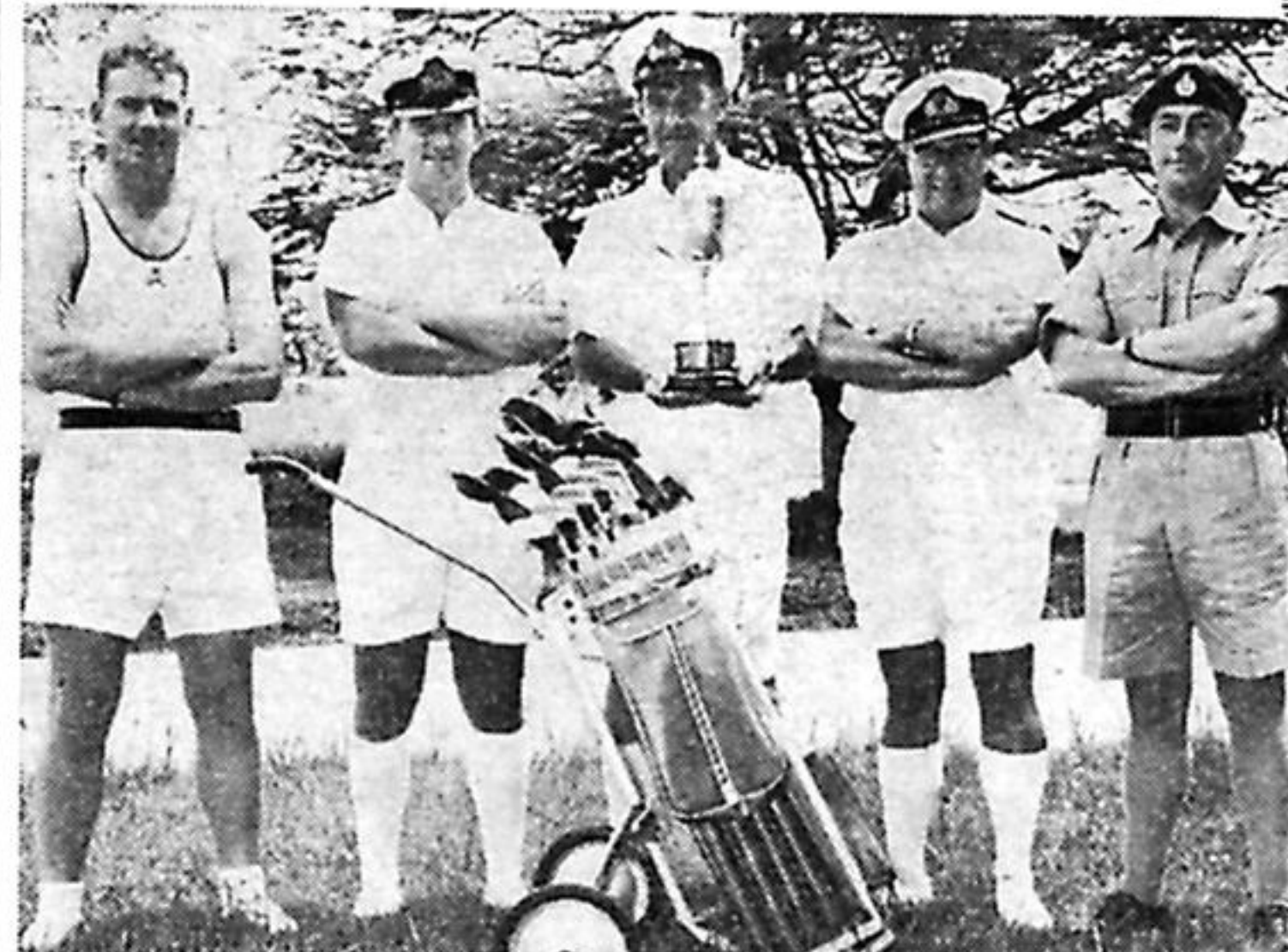
The number in the home, started by Group Captain Cheshire, V.C., in September 1961, has grown from the original six to the present 33 children, all suffering the consequences of polio, loss of limbs and muscular dystrophy.

ALWAYS SHORT OF MONEY

Always being short of money and food, the home has been unable to keep pace with the ravages of time and neglect, and it had fallen into a state of disrepair. Much was done by this party, including a face-lift in the kitchen, the toilets and the building of a partition between the bathroom and the dining room. Desks were renovated, drawers and lockers made and a great deal of paint and distemper applied. Two artistically inclined members drew animal murals on the walls of one of the children's bedrooms.

At the end of the visit £53 (subscribed by the ship's company) and £30 worth of food (paid for by the Welfare Fund) were presented. This is only a fraction of the requirement, and assistance from other ships during their visits to Gibraltar would be most welcome.

TERROR GOLFERS



Members of the H.M.S. Terror team who won the team prize in the Royal Naval Golfing Society's (Far East) Annual Tournament on June 17 at the Singapore Island Country Club. C.P.O. Binks, Surg. Lieut. Cormack, Inst. Lieut.-Cdr. Ferguson, Lieut. Walsh and Marine McGee

DRAFTING FORECAST (cont'd)

(Continued from page 2)

H.M.S. Dido (A/S. Frigate), April 8, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, 21st Escort Squadron, U.K. Base Port, Portsmouth, (C).

H.M.S. Leander (A/S. Frigate), April, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, 21st Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Laleston (C.M.S.), Transfer to Vernon Squadron. Home Sea Service, U.K. Base Port, Portsmouth.

H.M.S. Burnaston (C.M.S.), April, Steam to Aden where Flockton's crew transfer. Foreign Service (Middle East), (E).

H.M.S. Arethusa (A/S. Frigate), May 26, at Cowes. Home Sea Service, Foreign Service, Far East from date of sailing. 24th Escort Squadron, (A).

H.M.S. Mohawk (G.P. Frigate), May at Chatham. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron, U.K. Base Port, Portsmouth, (C).

H.M.S. Daring (Destroyer), May at Devonport for trials. (To reserve on completion of long refit).

H.M.S. Redoubt (LCT), May at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron, (F).

H.M.S. Beachampton (C.M.S.), May, Steam to Aden where Chilcompton's crew transfer. Foreign Service (Middle East), (E).

H.M.S. Wilkieston (C.M.S.), Transfer to 8th M/S. Squadron. Local Foreign Service (Far East), (E).

H.M.S. Lynx (A/A. Frigate), June at Portsmouth. General Service Commission. Home/South Atlantic and South America/Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Lincoln (A/D. Frigate), June at Singapore. Foreign Service (Far East), (Phased). 24th Escort Squadron, (A).

H.M.S. Caesar (Destroyer), June at Singapore. Foreign Service (Far East), (Phased). 26th Escort Squadron, (A).

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, July, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron, (B).

H.M.S. Kent (G.M. Destroyer), July, at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth, (C).

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DESTROYER, DARING CLASS



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REFRESHER, GUINNESS GLASS

GUINNESS FORTIFIES THE NAVY